

**GUARD**

**FILE**

**2024 Pt.II**

भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
(रेलवे बोर्ड Railway Board)

No. 2024/CEDO/SR/25/ DGS D -IR-DFCCIL- 60kmph

New Delhi, Dated 27.12.2024

The Director General  
Research Designs & Standards  
Organisation  
Manak Nagar,  
Lucknow-226011

The General Manager,  
All Indian Railways

Managing Director,  
DFCCIL,  
5th Floor, Supreme Court,  
Metro Station Building Complex,  
New Delhi - 110001


Sub : Introduction of Dynamic Track Stabilizing Machine, Model - "DGS 62N" (Transportation code DGS D) supplied by M/s Plasser, India upto maximum speed of 60 kmph when running on its own power over **Indian Railway**, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by **DFCCIL**

Ref : (i) CCRS office letter no. Q.12011/04/2024 25-T.W, dated 17.10.2024  
(ii) RDSO's letter no. TM/HM/S086/DGS 62N/DFCCIL, dated 27.06.2024  
(iii) RDSO's Provisional Speed Certificate (PSC) no. TM/HM/S082/DGS 62N/DFCCIL, dated 31.01.2024 and its Amendment no.1 dated 13.11.2024

With reference to RDSO above application dated 27.06.2024, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of Dynamic Track Stabilizing Machine, Model - "DGS 62N" (Transportation code DGS D) supplied by M/s Plasser, India upto maximum speed of 60 kmph when running on its own power over **Indian Railway**, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by **DFCCIL** with the following stipulations :

- i. Observance of all conditions laid down in RDSO's Provisional Speed Certificate (PSC) no. TM/HM/S082/DGS 62N/DFCCIL, dated 31.01.2024 and its Amendment no.1 dated 13.11.2024 for operation up to a maximum speed of 60 kmph when running on its own power, shall be ensured on the Railway/DFCs while seeking the sanction of General Manager/MD-DFCCIL, as the case may be, for introduction of rolling stock on the Railway/DFCs. All the documents required for the sanction of General Manager/MD-DFCCIL as per CE(G) Directorate/Railway Board Policy Circular No. 6, dated 01.05.2023, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure.
- ii. In case of emergency situation like failure of machine in block section, provision of para 3.6.4 of provisional speed certificate (PSC) are to be followed and ensured for the clearing the block section.
- iii. Training, medical fitness (to a designated category of A-3) for machine operators, technician & helper staff should be ensured in accordance with stipulations/guideline issued by Railway Board's vide letter dated 20.06.2024. Issue of competency certificate shall be ensured to be issued by nominated officer only after effective road learning & acquaintance of respective G&SR & safety rules necessary for operating and running of machine on main line section.

- iv. Observance of all permanent and temporary speed restrictions already in force and /or those that may be imposed from time to time on various accounts.
- v. DFCCIL shall depute a rolling stock officer, who shall certify the maintenance of under gear items like bogie, wheels, suspension, brake system etc.
- vi. All the requisite items to be used in case of accident or other emergency like detonators, scotch block etc. as prescribed in various Codes & Manuals shall be kept in the driving cab of the machine.
- vii. It shall be ensured that staffs working with machine wear protective gear such as Helmets, goggles. Reflective jackets, mask, industrial shoes etc. during operations of Track Machines.
- viii. Any inflammable material shall not be permitted on the machine. Also, movement of any train with inflammable material shall not be permitted on the adjacent line where grinding work is being carried out.
- ix. Proper facilities for diesel and water filling at machine sidings shall be made available.
- x. While working on any of double/multiple line sections, Railway shall ensure that the machine or any of its parts does not infringe the adjoining structures or track. Train operation on tracks shall only be permitted after ascertaining safety of trains on these tracks.
- xi. Any part which are meant for operation/maintenance provided on the vehicle shall be in closed and locked down condition during movement and while standing under 25kV AC OHE Such that no parts of the vehicle extend beyond the MMD envelop & also to ensure minimum electrical clearance as per SoD.

  
27/12/24  
(किशन रावत)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]


e-mail address: dceg@rb.railnet.gov.in

No. 2024/CEDO/SR/25/DGS D -IR-DFCCIL- 60kmph

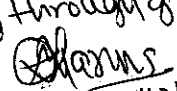
New Delhi, Dated 27.12.2024

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, 3<sup>rd</sup> Floor, Traffic Account Building, Sate Entry Road, New Delhi-110055, w.r.t. his endorsement No Q.12011/04/2024 25-T.W, dated 17.10.2024
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards)Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. Principal Executive Director Track (M & Mc), Railway Board

  
27/12/24  
(किशन रावत)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through mail  
  
27/12/24  
ADECCIV/4

**भारत सरकार Government of India**  
**रेल मंत्रालय Ministry of Railways**  
**(रेलवे बोर्ड Railway Board)**

**No. 2024/CEDO/SR/24/ UNIMAT D -IR-DFCCIL- 60kmph**

**New Delhi, Dated 27.12.2024**

**The Director General**  
**Research Designs & Standards**  
**Organisation,**  
**Manak Nagar,**  
**Lucknow-226011**

**The General Manager,**  
**All Indian Railways**

**Managing Director,**  
**DFCCIL,**  
**5th Floor, Supreme Court,**  
**Metro Station Building Complex,**  
**New Delhi - 110001**

**Sub : Introduction of Point and Crossing Tamping Machine (PTC), Model - "Unimat 08-475/4S" (Transportation code UNIMAT D) supplied by M/s Plasser, India upto maximum speed of 60 kmph when running on its own power over Indian Railway, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL**


**Ref : (i) CRS office letter no. Q.12011/05/2024 25-T.W, dated 17.10.2024**  
**(ii) RDSO's letter no. TM/HM/S086/Unimat-4S/DFCCIL, dated 28.06.2024**  
**(iii) RDSO's Provisional Speed Certificate (PSC) no. TM/HM/ S082/Unimat-4S/DFCCIL, dated 09.01.2024 and its Amendment no.1 dated 13.11.2024**

With reference to RDSO above application dated 28.06.2024, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of Point and Crossing Tamping Machine (PTC), Model - "Unimat 08-475/4S" (Transportation code UNIMAT D) supplied by M/s Plasser, India upto maximum speed of 60 kmph when running on its own power over Indian Railway, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL with the following stipulations :

- i. Observance of all conditions laid down in RDSO's Provisional Speed Certificate (PSC) no. TM/HM/S082/Unimat-4S/DFCCIL, dated 09.01.2024 and its Amendment no.1 dated 13.11.2024 for operation up to a maximum speed of 60 kmph when running on its own power, shall be ensured on the Railway/DFCs while seeking the sanction of General Manager/MD-DFCCIL, as the case may be, for introduction of rolling stock on the Railway/DFCs. All the documents required for the sanction of General Manager/MD-DFCCIL as per CE(G) Directorate/Railway Board Policy Circular No. 6, dated 01.05.2023, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure
- ii. In case of emergency situation like failure of machine in block section, provision of para 3.6.4 of provisional speed certificate (PSC) are to be followed and ensured for the clearing the block section.
- iii. Training, medical fitness (to a designated category of A-3) for machine operators, technician & helper staff should be ensured in accordance with stipulations / guideline issued by Railway Board's vide letter dated 20.06.2024. Issue of competency certificate

shall be ensured to be issued by nominated officer only after effective road learning & acquaintance of respective G&SR & safety rules necessary for operating and running of machine on main line section.

- iv. Observance of all permanent and temporary speed restrictions already in force and /or those that may be imposed from time to time on various accounts
- v. DFCCIL shall depute a rolling stock officer, who shall certify the maintenance of under gear items like bogie, wheels, suspension, brake system etc.
- vi. All the requisite items to be used in case of accident or other emergency like detonators, scotch block etc. as prescribed in various Codes & Manuals shall be kept in the driving cab of the machine.
- vii. It shall be ensured that staffs working with machine wear protective gear such as Helmets, goggles. Reflective jackets, mask, industrial shoes etc. during operations of Track Machines
- viii. Any inflammable material shall not be permitted on the machine. Also, movement of any train with inflammable material shall not be permitted on the adjacent line where grinding work is being carried out.
- ix. Proper facilities for diesel and water filling at machine sidings shall be made available.
- x. While working on any of double/multiple line sections, Railway shall ensure that the machine or any of its parts does not infringe the adjoining structures or track. Train operation on tracks shall only be permitted after ascertaining safety of trains on these tracks.
- xi. Any part which are meant for operation/maintenance provided on the vehicle shall be in closed and locked down condition during movement and while standing under 25kV AC OHE Such that no parts of the vehicle extend beyond the MMD envelop & also to ensure minimum electrical clearance as per SoD.

  
27/12/24  
(किशन रावत)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]


e-mail address: dceg@rb.railnet.gov.in

No. 2024/CEDO/SR/24/ UNIMAT D -IR-DFCCIL- 60kmph

New Delhi, Dated 27.12.2024

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, 3<sup>rd</sup> Floor, Traffic Account Building, Sate Entry Road, New Delhi-110055, w.r.t. his endorsement No Q.12011/05/2024 25-T.W, dated 17.10.2024
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards) Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. Principal Executive Director Track (M & Mc), Railway Board

  
27/12/24  
(किशन रावत)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through of mail  
27/12/24  
ADCC(VIL)

**भारत सरकार Government of India**  
**रेल मंत्रालय Ministry of Railways**  
**(रेलवे बोर्ड Railway Board)**

**No. 2024/CEDO/SD/05/ NEW LALITPUR TOWN**

**New Delhi, dated 24.12.2024**

**The General Manager**  
**North Central Railway,**  
**Prayagraj**

**Sub : NEW LALITPUR TOWN Station Yard – Sanction for Grade Condonation as per Note d(i) of Para 2, Chapter-II of Schedule-I of IRSOD (BG) 2022, for infringement of grade of 1 in 180 between km: 1043.810 and km: 1044.710 (LAR-KURJ line), 1 in 175 between km: 1043.097 and km: 1043.830 (DWA-BRRI line), 1 in 165 between km: 1043.830 and km: 1044.180 (DWA-BRRI line), 1 in 179 between km: 1044.180 and km: 1044.580 (DWA-BRRI line), 1 in 165 between km: 1043.097 and km: 1044.310 (LAR-BRRI line) and 1 in 179 between km: 1044.310 and km: 1044.710 (LAR-BRRI line) for a length of 900m, 733m, 350m, 400m. 1213m & 400m respectively in connection with construction of Dailwara – Bilari Chord Line in Jhansi Division of North Central Railway.**


**Ref: (i) CCRS office letter no. Q.11010/01/24-TW/218, dated 08.11.2024**

**(ii) NCR letter no. JHS/C/II/DO/Dailwara-Birari Chord Line/Yards/1, dated --.10.2024**

With reference to NCR's above applications {ref.(ii)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated condonation of infringements (as per detailed in Form XVII) for Grade Condonation as per Note d(ii) of Para 2, Chapter-II of Schedule-I of IRSOD (BG) 2022, for infringement of grade of 1 in 180 between km: 1043.810 and km: 1044.710 (LAR-KURJ line), 1 in 175 between km: 1043.097 and km: 1043.830 (DWA-BRRI line), 1 in 165 between km: 1043.830 and km: 1044.180 (DWA-BRRI line), 1 in 179 between km: 1044.180 and km: 1044.580 (DWA-BRRI line), 1 in 165 between km: 1043.097 and km: 1044.310 (LAR-BRRI line) and 1 in 179 between km: 1044.310 and km: 1044.710 (LAR-BRRI line) for a length of 900m, 733m, 350m, 400m. 1213m & 400m respectively in connection with construction of Dailwara – Bilari Chord Line in Jhansi Division of North Central Railway, as shown in detail enclosed with above mentioned application The above condonation is subject to stipulation as under :

- i. Procedure for reception and dispatch as per G & SR of Zonal Railway at stations having grade steeper than 1 in 260 will be followed.
- ii. As far as possible, stabling of vehicles/load/train should be avoided particularly on running lines. If necessary, it may be done as per the provision of G & SR 5.23.
- iii. Locomotive attachment/detachment or reversal must be avoided at this station. Locomotives attachment/detachment if unavoidable shall be done after securing vehicles as per G& SR 5.20, sufficient number of brakes are put on, sprags are used, where necessary, slip siding points or traps, where provided, are set to ensure safety and that all precautions are taken to prevent Vehicles out of control.
- iv. Following actions shall be taken by LP before leaving in case of load/train is stabled on line having isolation with locomotive attached or light engine(s) is/are shut down or stabled.
  - a. Application of both SA-9 and A-9 brakes.

- b. Application of Hand brakes and parking brakes.
- c. Securing the Loco with wooden wedges provided on loco.
- v. Yard gradient shall be jointly measured every six months by Engineering, Operating and S&T official and recorded.
- vi. In terms of GR 5.23, the SM shall personally ensure that vehicles standing at the station are properly secured in accordance with special instructions to prevent vehicles from rolling down.
- vii. Minimum brake power as per guideline on Brake Power for freight operation issued by ECOR should be ensured. Load table for section should care about right powering of goods train to haul the load without wheel-slipping, if the train stops at the Home Signal and to ensure adequate brake powering of loco (Single/MU) under all weather conditions to prevent roll down in case of air leakage/pressure loss.
- viii. No shunting shall be allowed at both ends unless sufficient number of brakes are put on and all precautions are taken to prevent vehicles getting out of control and a live locomotive is attached towards the falling side of the gradient as specified in Para 5.20 of G&SR.
- ix. Shunting shall be supervised by person as specified in para 5.13 & 5.14 & 5.20 of GR and relevant SR
- x. Hand, loose and fly shunting is strictly prohibited.
- xi. Train should not be drawn up to the last stop signal and held on the steep gradient.
- xii. If any running line is blocked by a train, the line must be isolated by setting the concerned point against that line
- xiii. An audio-visual alarm to be provided, which should be activated if SM fails to set the points against the line after reception of a train.
- xiv. Location of natural section should be as per relevant provision of ACTM for steeper gradient.
- xv. In view of continuous down gradient towards station steeper than 1 in 260, Placement of Home signals shall be in compliance of IRSEM Para 7.1.14(a).
- xvi. In case of S.No.3 of NCR<sup>S</sup> proposal, if High Level Platform is proposed at later stage, it shall be ensured that top of High-Level Platform is within the prescribed limit from the Rail level as per IRSOD 2022.
- xvii. The yard gradients including infringing yard gradients and special instructions shall be prominently displayed in yard diagram available in SM's room/Panel.
- xviii. SOD infringements details shall be maintained in a SOD infringement register to be maintained by Engineering Department.
- xix. All the special instructions and Stipulations of condonation of SOD infringement shall be mentioned in New Lalitpur Town station yard ESP, SIP SWR and SWRD.
- xx. Railway shall issue special safety precautions in line with GR provisions to ensure that safety of train operation is not compromised under any circumstances at station having steep gradient.

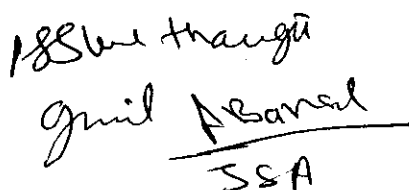
  
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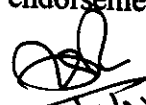
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड  
[Rly No. 030-47598, MTNL No. 011-23047598]  
e-mail address: dceg@rb.railnet.gov.in

No. 2024/CEDO/SD/05/ NEW LALITPUR TOWN

New Delhi, dated 24.12.2024

Copy forwarded for information to the Chief Commissioner of Railway Safety, 3<sup>rd</sup> Floor, Traffic Account Building, Sate Entry Road, New Delhi-110055, w.r.t. his endorsement No. Q.11010/01/24-TW/218, dated 08.11.2024

  
SSA

  
(किशन रावत)  
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

e-office.....  
MR/.....  
Date.....

PRASHANT BHUSHAN  
Advocate-on-Record  
Supreme Court of India  
AOR Code-515  
Email: prashantbhush@gmail.com  
Ph: 9811164068

## PRASHANT BHUSHAN

ADVOCATE

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NEAR MOTHER TERESA MISSIONARIES  
MATHURA ROAD  
NEW DELHI-110 014  
Mobile No.: 9811164068

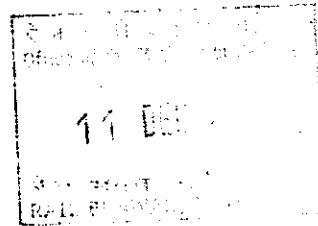
CHAMBER:  
301, NEW LAWYERS CHAMBER  
SUPREME COURT OF INDIA  
NEW DELHI -110001  
Ph: 011- 23070301,2307064

Date: 09.12.2024

By E-mail and Post

To,

Shri Ashwini Vaishnaw  
Minister of Railways, Government of India  
Rail Bhawan, Raisina Hills, New Delhi-110001  
E-mail: [officeofmr@gov.in](mailto:officeofmr@gov.in), [av.odisha@sansad.nic.in](mailto:av.odisha@sansad.nic.in)



**Subject: Reminder: Legal Notice Regarding Irregularities in the Safety Certification of the Katra-Banihal Rail Link (USBRL Project)**

Dear Shri Vaishnaw,

This letter serves as a reminder regarding our previous legal notice dated 8th October 2024, concerning irregularities in the safety certification of the Katra-Banihal rail link (USBRL Project). As of today, we have not yet received a response.

2. We understand that your office receives numerous communications, but the issues raised in our legal notice are of serious concern and demand urgent attention. The safety of the rail link is paramount, and any potential compromise could have disastrous consequences for passengers.

3. We would appreciate it if you could provide an update on the actions taken or proposed to address the concerns raised in our previous correspondence. We are particularly interested in:

- The status of the load-deflection tests and other field tests at the critical locations along the rail link that we have listed in our legal notice
- The appointment of independent observers to supervise these tests
- The nomination of a CRS or a team of CRSs by the CCRS to carry out a fresh safety inspection

4. We would like to remind you that, despite the fact that the Banihal-Sangaldan and Sangaldan-Reasi sections contain several bridges, tunnels, and high cuttings of unprecedented size, most notably the mega-arch bridge on the Chenab River, which has garnered widespread attention as the highest rail bridge in the world,

~~CEDE~~ Not for CEDE



CRS/Northern Circle issued safety certificates for these sections without the required load-deflection tests. This is extremely concerning.

5. We also want to emphasise the importance of preparing a proper detailed scheme for these tests, which will allow for testing under full train loads, at required speeds, and with simulated earthquake and wind forces. The stresses and strains and the deflections in all critical locations, including the foundations and the slope stabilisation works, should be measured and compared with the design values.

6. As we had specially requested, please also provide us copies of the CRS inspection reports for the abovementioned Banihal-Sangaldan and Sangaldan-Reasi sections so that we can point out any other possible serious lapses in the safety certification.

We look forward to your prompt response and a resolution to these issues in the interest of public safety.

Sincerely,

*Prashant Bhushan*  
Prashant Bhushan

PRASHANT BHUSHAN  
Advocate-on-Record  
Supreme Court of India  
AOR Code-515  
Email: prashant.bhushan@scorail.com  
Ph: 98111 10068

**भारत सरकार Government of India**  
**रेल मंत्रालय Ministry of Railways**  
**(रेलवे बोर्ड Railway Board)**

No. 2024/CEDO/SD/03/BACHELI-1 in 80

New Delhi, dated 19.12.2024

**The General Manager**  
**East Coast Railway,**  
**Bhubaneswar.**

**Sub : BACHELI Station Yard** – Sanction for Grade Condonation as per Note d(i) of Para 2, Chapter-II of Schedule-I of IRSOD (BG) 2022 with ACS-02, for infringement of 1 in 80 grade between Ch: 825.5m and Ch: 2110.0 slip siding including Uniflow line takeoff point on KTV end for a length of 1284.5m in BACHELI Station yard at KM. 436.455(F/KTV) in connection with proposed doubling between Jagdalpur-Kirandul on Kottavalasa-Kirandul line in Waltair Division of East Coast Railway.

Ref: (i) CCRS office letter no. Q.11010/02/24-TW/216, dated 08.11.2024

(ii) ECoR letter no. W-1/PLG/CRS/Cond/BCHL Yard/7061, dated 09.10.2024

With reference to ECoR's above applications dated 09.10.2024{ref.(ii)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated condonation of infringements (as per detailed in Form XVII) for Grade Condonation as per Note d(i) of Para 2, Chapter-II of Schedule-I of IRSOD (BG) 2022 with ACS-02, for infringement of 1 in 80 grade between Ch: 825.5m and Ch: 2110.0 slip siding including Uniflow line takeoff point on KTV end for a length of 1284.5m in BACHELI Station yard at KM. 436.455(F/KTV) in connection with proposed doubling between Jagdalpur-Kirandul on Kottavalasa-Kirandul line in Waltair Division of East Coast Railway, as shown in detail enclosed with above mentioned application The above condonation is subject to stipulation as under :

- i. Provision of Slip siding shall meet safety requirements of all lines at station. The track profile in yard/approaches as well as location & adequacy of lengths of Slip siding shall be approved by CTE of zonal railway in consultation with PCSO.
- ii. Procedure for reception and dispatch as per G & SR of Zonal Railway at stations having grade steeper than 1 in 100 will be followed.
- iii. As far as possible, stabling of vehicles/load/train should be avoided particularly on running lines. If necessary, it may be done as per the provision of G & SR 5.23.
- iv. Locomotive attachment/detachment or reversal must be avoided at this station. Locomotives attachment/detachment if unavoidable, shall be done after securing vehicles as per G& SR 5.20. Sufficient number of brakes are put on, sprags are used, where necessary, slip siding points or traps, where provided, are set to ensure safety and that all precautions are taken to prevent vehicles out of control.
- v. Following actions shall be taken by LP before leaving in case of load/train is stabled on line having isolation with locomotive attached or light engine(s) is/are shut down or stabled.
  - a. Application of both SA-9 and A-9 brakes.

- b. Application of Hand brakes and parking brakes.
- c. Securing the Loco with wooden wedges provided on loco.
- vi. Yard gradient shall be jointly measured every six months by Engineering, Operating and S&T official and recorded.
- vii. In terms of GR 5.23, the SM shall personally ensure that vehicles standing at the station are properly secured in accordance with special instructions to prevent vehicles from rolling down.
- viii. Minimum brake power as per guideline on Brake Power for freight operation issued by ECOR should be ensured. Load table for section should care about right powering of goods train to haul the load without wheel-slipping, if the train stops at the Home Signal and to ensure adequate brake powering of loco (Single/MU) under all weather conditions to prevent roll down in case of air leakage/pressure loss.
- ix. No shunting shall be allowed at both ends unless sufficient number of brakes are put on and all precautions are taken to prevent vehicles getting out of control and a live locomotive is attached towards the falling side of the gradient as specified in Para 5.20 of G&SR.
- x. Shunting shall be supervised by person as specified in para 5.13 & 5.14 & 5.20 of GR and relevant SR
- xi. Hand, loose and fly shunting is strictly prohibited.
- xii. Train should not be drawn up to the last stop signal and held on the steep gradient.
- xiii. If any running line is blocked by a train, the line must be isolated by setting the concerned point against that line
- xiv. An audio-visual alarm to be provided, which should be activated if SM fails to set the points against the line after reception of a train.
- xv. Location of natural section should be as per relevant provision of ACTM for steeper gradient.
- xvi. The yard gradients including infringing yard gradients and special instructions shall be prominently displayed in yard diagram available in SM's room/Panel.
- xvii. SOD infringements details shall be maintained in a SOD infringement register to be maintained by Engineering Department.
- xviii. All the special instructions and Stipulations of condonation of SOD infringement shall be mentioned in BACHELI (BCHL) station yard ESP, SIP SWR and SWRD.
- xix. Railway shall issue special safety precautions in line with GR provisions to ensure that safety of train operation is not compromised under any circumstances at station having steep gradient

  
(किशन रावत)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड  
[Rly No. 030-47598, MTNL No. 011-23047598]  
e-mail address: dceg@rb.railnet.gov.in

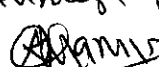
**No. 2024/CEDO/SD/03/BACHELI-1 in 80**

**New Delhi, dated 19.12.2024**

Copy forwarded for information to the Chief Commissioner of Railway Safety, 3<sup>rd</sup> Floor, Traffic Account Building, Sate Entry Road, New Delhi-110055, w.r.t. his endorsement No. Q.11010/02/24-TW/216, dated 08.11.2024

  
(किशन रावत)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड  
[Rly No. 030-47598, MTNL No. 011-23047598]  
e-mail address: dceg@rb.railnet.gov.in

Issued through g mail  
  
19.12.24  
ADECCW(14)

**भारत सरकार Government of India**  
**रेल मंत्रालय Ministry of Railways**  
**(रेलवे बोर्ड Railway Board)**

**No. 2024/CEDO/SD/04/SHIMILIGUDA**

**New Delhi, dated 19.12.2024**

**The General Manager**  
**East Coast Railway,**  
**Bhubaneswar.**

**Sub : SHIMILIGUDA Station Yard** – Sanction for Grade Condonation as per Note d(i) of Para 2, Chapter-II of Schedule-I of IRSOD (BG) 2022 with ACS-02, for infringement of grade of 1 in 60.78 between Ch: 710m and Ch: 839m (UP line) and 1 in 60.15 between Ch: 703m and Ch: 839m (DN line) for proposed slip siding on KTV end for a length of 129m & 136m respectively in SHIMILIGUDA Station yard at KM. 93.123(F/KTV) in connection with proposed doubling between Kottavalasa-Koraput on Kottavalsa-Kirandul line in Waltair Division of East Coast Railway.


Ref: (i) CCRS office letter no. Q.11010/03/24-TW/217, dated 08.11.2024

(ii) ECoR letter no. W-1/PLG/CRS/Cond/SMLG Yard/6789, dated 26.09.2024

With reference to ECoR's above applications dated 26.09.2024 {ref.(ii)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated condonation of infringements (as per detailed in Form XVII) for Grade Condonation as per Note d(i) of Para 2, Chapter-II of Schedule-I of IRSOD (BG) 2022 with ACS-02, for infringement of grade of 1 in 60.78 between Ch: 710m and Ch: 839m (UP line) and 1 in 60.15 between Ch: 703m and Ch: 839m (DN line) for proposed slip siding on KTV end for a length of 129m & 136m respectively in SHIMILIGUDA Station yard at KM. 93.123(F/KTV) in connection with proposed doubling between Kottavalasa-Koraput on Kottavalsa-Kirandul line in Waltair Division of East Coast Railway, as shown in detail enclosed with above mentioned application The above condonation is subject to stipulation as under :

- i. Provision of Slip siding shall meet safety requirements of all lines at station. The track profile in yard/approaches as well as location & adequacy of lengths of Slip siding shall be approved by CTE of zonal railway in consultation with PCSO.
- ii. Procedure for reception and dispatch as per G & SR of Zonal Railway at stations having grade steeper than 1 in 100 will be followed.
- iii. As far as possible, stabling of vehicles/load/train should be avoided particularly on running lines. If necessary, it may be done as per the provision of G & SR 5.23.
- iv. Locomotive attachment/detachment or reversal must be avoided at this station. Locomotives attachment/detachment if unavoidable, shall be done after securing vehicles as per G & SR 5.20. Sufficient number of brakes are put on, sprags are used, where necessary, slip siding points or traps, where provided, are set to ensure safety and that all precautions are taken to prevent vehicles out of control.
- v. Following actions shall be taken by LP before leaving in case of load/train is stabled on line having isolation with locomotive attached or light engine(s) is/are shut down or stabled.
  - a. Application of both SA-9 and A-9 brakes.

- b. Application of Hand brakes and parking brakes.
- c. Securing the Loco with wooden wedges provided on loco.
- vi. Yard gradient shall be jointly measured every six months by Engineering, Operating and S&T official and recorded.
- vii. In terms of GR 5.23, the SM shall personally ensure that vehicles standing at the station are properly secured in accordance with special instructions to prevent vehicles from rolling down.
- viii. Minimum brake power as per guideline on Brake Power for freight operation issued by ECOR should be ensured. Load table for section should care about right powering of goods train to haul the load without wheel-slipping, if the train stops at the Home Signal and to ensure adequate brake powering of loco (Single/MU) under all weather conditions to prevent roll down in case of air leakage/pressure loss.
- ix. No shunting shall be allowed at both ends unless sufficient number of brakes are put on and all precautions are taken to prevent vehicles getting out of control and a live locomotive is attached towards the falling side of the gradient as specified in Para 5.20 of G&SR.
- x. Shunting shall be supervised by person as specified in para 5.13 & 5.14 & 5.20 of GR and relevant SR.
- xi. Hand, loose and fly shunting is strictly prohibited.
- xii. Train should not be drawn up to the last stop signal and held on the steep gradient.
- xiii. If any running line is blocked by a train, the line must be isolated by setting the concerned point against that line
- xiv. An audio-visual alarm to be provided, which should be activated if SM fails to set the points against the line after reception of a train.
- xv. Location of natural section should be as per relevant provision of ACTM for steeper gradient.
- xvi. The yard gradients including infringing yard gradients and special instructions shall be prominently displayed in yard diagram available in SM's room/Panel.
- xvii. SOD infringements details shall be maintained in a SOD infringement register to be maintained by Engineering Department.
- xviii. All the special instructions and Stipulations of condonation of SOD infringement shall be mentioned in SHIMILIGUDA (SMLG) station yard ESP, SIP SWR and SWRD.
- xix. Railway shall issue special safety precautions in line with GR provisions to ensure that safety of train operation is not compromised under any circumstances at station having steep gradient


  
(किशन रावत)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड  
[Rly No. 030-47598, MTNL No. 011-23047598]  
e-mail address: dceg@rb.railnet.gov.in

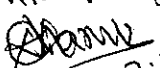
**No. 2024/CEDO/SD/04/SHIMILIGUDA**

**New Delhi, dated 19.12.2024**

Copy forwarded for information to the Chief Commissioner of Railway Safety, 3<sup>rd</sup> Floor, Traffic Account Building, Sate Entry Road, New Delhi-110055, w.r.t. his endorsement No. Q.11010/03/24-TW/217, dated 08.11.2024

  
(किशन रावत)

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[Rly No. 030-47598, MTNL No. 011-23047598]  
e-mail address: dceg@rb.railnet.gov.in

Issued through e-mail  
  
19.12.24  
APE(CIVIL)

भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
(रेलवे बोर्ड Railway Board)

No. 2024/CEDO/SR/26/BLSS-22.9t-SS-IR-DFCCIL

New Delhi, dated 12.12.2024

The Director General  
Research Designs & Standards Organisation,  
Manak Nagar,  
Lucknow-226011

**Sub :** Introduction of Broad Gauge Low Platform Bogie Spine car container wagon type 'BLSS (A-Car & B-Car)' [Max. Axle Load: 22.9t] to RDSO's Drg. No. WD-22061-S/02 & S/03 of BLSS (A-Car) & RDSO's Drg. No. WD-22062-S/02 & S/03 of BLSS (B-Car), up to a maximum speed of 85 kmph without any containers, 80 kmph with empty containers and 75 kmph with loaded containers over specified routes of Indian Railways, by Zonal Railways and up to a maximum speed of 85 kmph without any containers, 80 kmph with empty containers and 85 kmph with loaded containers over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL

- Ref :** (i) CCRS letter no. Q.12011/07/2022-23-T.W., dated 25.10.2024  
(ii) RDSO letter no. MW/PWDA/CONTR/BRAITHWATE, dated 25.07.2024  
(iii) RDSO Final Speed Certificate (FSC) no. MW/PWDA/CONTR/BRAITHWATE(IR/WDFC/SS/22.9T), dated 28.03.2024

While processing above cited case for the sanction of the Railway Board for introduction of Broad Gauge Low Platform Bogie Spine car container wagon type 'BLSS (A-Car & B-Car)' [Max. Axle Load: 22.9t] to RDSO's Drg. No. WD-22061-S/02 & S/03 of BLSS (A-Car) & RDSO's Drg. No. WD-22062-S/02 & S/03 of BLSS (B-Car), up to a maximum speed of 85 kmph without any containers, 80 kmph with empty containers and 75 kmph with loaded containers over specified routes of Indian Railways, by Zonal Railways and up to a maximum speed of 85 kmph without any containers, 80 kmph with empty containers and 85 kmph with loaded containers over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL, EDME/Fr has observed as under:

*"Vide Railway Board's letter No. 2018/M(N)/172/1(E-3323008), dated 29.11.2024, RDSO was advised for simplification and unification of operating speeds for Different types of Wagons and to issue speed certificate for wagons following anyone of the speeds- RDSO may be advised to send proposal with revised speed certificate in line with above".*

RDSO is requested to submit revised proposal as per extant of rules in line with above.


DA: as above.

  
12/12/24  
(किशन रावत)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड  
[Rly No. 030-47598, MTNL No.-011-23047598]  
e-mail address :dceg@rb.railnet.gov.in

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, 3<sup>rd</sup> Floor, Traffic Account Building, Sate Entry Road, New Delhi-110055, w.r.t. his endorsement No. Q.12011/07/2022-23-T.W., dated 25.10.2024
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards) Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. EDME(Fr.), Railway Board

  
(किशन रावत)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड  
[Rly No. 030-47598, MTNL No.-011-23047598]  
e-mail address :dceg@rb.railnet.gov.in

Issued through mail  
12/12/24  
ADECC/117/24

भारत सरकार GOVERNMENT OF INDIA  
रेल मंत्रालय MINISTRY OF RAILWAYS  
रेलवे बोर्ड RAILWAY BOARD

No: 2018/M(N)/172/1 (E-3323008)

Date: 29.11.2024

**Director General**  
**RDSO**  
**Lucknow**

Sub: Simplification and Unification of Operating Speeds for Different Types of Wagons  
Ref: (i) CCRS letter number M.15013/1/2017-18-TW dated 07.11.2024  
(ii) Railway Board's Letter Number 2015/M(N)/951/31 dated 21.04.2022

1. CCRS vide his letter under reference (i) has expressed concerns and advised to ensure uniform speed of Rolling Stock in all configuration/condition and common to other similar stocks for operational ease and safety.
2. In addition Railway Board had already advised RDSO vide reference (ii) for upgradation of wagons to 100 kmph. The matter has been deliberated at Railway Board and the following is advised.
3. Henceforth, the speed certificate issued by RDSO (Provisional and Final) for wagon stock should follow only anyone of the following speeds:
  - i) 60 kmph
  - ii) 75 kmph
  - iii) 100 kmph

*\*It is, however, understood that for some time, due to track limitations, 25t axle load will be permitted to run only at 45 kmph in loaded condition.*



(Amit Kumar Agarwal)  
Additional Member (Mechanical Engineering)  
Railway Board

Copy to: MTRS – for kind information please

**Room No.517-A, Rail Bhavan, Raisina Road, New Delhi-110001**



जनक कुमार गर्ग  
Janak Kumar Garg



मुख्य रेल संरक्षा आयुक्त  
रेल संरक्षा आयोग  
नागर विमानन मंत्रालय  
भारत सरकार  
Chief Commissioner of Railway Safety  
Commission of Railway Safety  
Ministry of Civil Aviation  
Government of India  
Dated: 07.11.2024

No. M.15013/1/2017-18-TW

सेवा में,  
सदस्य कर्षण एवं चल स्टॉक  
रेलवे बोर्ड, रेल मंत्रालय  
नई दिल्ली

Sub : Uniform operating speed of Rolling Stock.

In the recently received proposals of introduction of new Rolling Stocks, following issues have been observed:

- i) In a case of BLCS wagons (container wagons), a fresh proposal having a separate loading condition under double stake configuration over DFC has been proposed for operation at a speed of 75km/h, whereas same BLCS wagon has already permitted for operation under double stake configuration over DFC at speed of 100 km/h in loaded condition. In such condition, it will be very difficult for field staff to ensure specified operational speeds of wagon w.r.t loading condition and may lead to unsafe operation of wagons. Therefore, a uniform speed of the wagon under all loaded combination required to be ensured with common speed certificate.
- ii) In another case of BLSS wagon (a variant of container wagon), different speeds in various loading condition at single stack with very minor speed variation like without container (85 km/h), with empty container (80 km/h) and in loaded container (75 km/h) and similar proposals for double stack operation over IR and operation over DFC have been proposed. In such provisions, there is no significant gain in speed of wagons, rather a challenge to field staff for ensuring specified operational speeds w.r.t appropriate loading conditions.
- iii) In case of LHB power car (LWLRMDAC), speed under deflated condition of air spring has been proposed at 50 km/h whereas standard speed of all variants of LHB coaches in deflated condition of air spring is 60 km/h. This will restrict the train movement in deflated condition of air spring. Hence, a uniform speed be maintained for all coaches of the same family/type under all condition before being proposed for introduction.

It is advised to ensure uniform speed of Rolling Stock in all configuration/ condition and common to other similar stocks for operational ease & safety.

Meeting on 18/11 at 17th floor  
प्रतिलिपि:

(जनक कुमार गर्ग)  
मुख्य रेल संरक्षा आयुक्त

महानिदेशक, अनुसंधान, अभिकल्प एवं मानक संगठन, मानक नगर, लखनऊ-220011

EDM/18/11

Office : Traffic Accounts Building, 3rd Floor, State Entry Road, New Delhi-110055  
Tel: 011-23369778. Mob: 9794842049, E-mail: ccrs-moca@gov.in

भारत सरकार GOVERNMENT OF INDIA  
रेल मंत्रालय MINISTRY OF RAILWAYS  
(रेलवे बोर्ड) RAILWAY BOARD

No. 2015/M(N)/951/31

Dated 21.04.2022

The Executive Director Standards (Wagon)  
RDSO  
Lucknow

Sub:- Upgradation of wagons for 100 kmph.

RDSO is requested to issue a consolidated list of wagons in which the speed upgradation has to be undertaken alongwith the WMIs issued in this regard. The status of RB sanctions for such wagons may also be indicated.

*Vivek*  
21/04/22  
(Vivek Mohan)

Dir. Mech. Engg. (Freight)  
Railway Board  
Telephone No. 011-23047448  
Email: [dmef@rb.railnet.gov.in](mailto:dmef@rb.railnet.gov.in)

\*\*\*\*\*

Room No. 309-C, Rail Bhavan, Raisina Road, New Delhi-110001

**भारत सरकार Government of India**  
**रेल मंत्रालय Ministry of Railways**  
**(रेलवे बोर्ड Railway Board)**

No. 2024/CEDO/SR/20/RMSF06LM-IR-DFCCIL

New Delhi, dated 02.12.2024

**The Director General**  
**Research Designs & Standards**  
**Organisation**  
**Manak Nagar,**  
**Lucknow-226011**

**The General Manager,**  
**All Indian Railways**

**Managing Director,**  
**DFCCIL,**  
**5th Floor, Supreme Court,**  
**Metro Station Building Complex,**  
**New Delhi - 110001**

Sub : Introduction of Rail Milling Machine, Model SF06-IN (Transportation code: RMSF06LM), supplied by M/s LINSINGER Mascchinenbau GmbH, Austria, as per GA Drg. No. OBE-0107-001, upto a maximum speed of 60 kmph when running on its own power as well as when running in train formation over Indian Railway, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL

Ref : (i) CCRS office letter no. Q.12011/01/2024-25-T.W, dated 02.09.2024

(ii) RDSO's letter no. TM/HM/11/53/RMM, dated 17.04.2024

(iii) RDSO's Provisional Speed Certificate (PSC) no. TM/HM/11/53/RMM, dated 01.06.2022 & its Amendment No. 1 dated 12.04.2024

With reference to RDSO above application, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of Rail Milling Machine, Model SF06-IN (Transportation code: RMSF06LM), supplied by M/s LINSINGER Mascchinenbau GmbH, Austria, as per GA Drg. No. OBE-0107-001, upto a maximum speed of 60 kmph when running on its own power as well as when running in train formation over Indian Railway, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL with the following stipulations :

- i. Observance of all conditions laid down in RDSO's Provisional Speed Certificate (PSC) no. TM/HM/11/53/RMM, dated 01.06.2022 & its Amendment No. 1 dated 12.04.2024 for operation up to a maximum speed of 60kmph when running on its own power as well as when running in train formation, shall be ensured on the Railway/DFCs, while seeking the sanction of General Manager/ MD-DFCCIL, as the case may be, for introduction of rolling stock on the Railway/DFCs. All the documents required for the sanction of General Manager/MD-DFCCIL as per CE(G) Directorate/Railway Board Policy Circular No. 6, dated 01.05.2023, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure
- ii. Observance of all permanent and temporary speed restrictions already in force and or those that may be imposed from time to time on various accounts.
- iii. After milling operation, sample checking of the track profile may be done manually by P-Way staff to ensure that it is within the permissible limits.

- iv. As the number of track machines introduced over IR & DFCCIL have substantially increased over the years, a Loco Inspector from the Division may be nominated for training, counselling etc. of the track machine operators
- v. All the requisite items to be used in case of accident or other emergency like detonators, scotch block etc. as prescribed in various Codes & Manuals shall be kept in the driving cab of the machine.
- vi. Tools provided for coupling and uncoupling of the carrier vehicle may be kept in the machine at a nominated place
- vii. It shall be ensured that staffs working with machine wear protective gear such as helmets, goggles, reflective jackets, mask, industrial shoes etc. during operations of Track Machines
- viii. Any inflammable material shall not be permitted on the machine. Also, movement of any train with inflammable material shall not be permitted on the adjacent line where grinding work is being carried out.
- ix. Proper facilities for diesel and water filling at machine sidings shall be made available.
- x. Track machine operators must also be properly trained in the operation of Rail Milling Machine before issue of "Competency Certificate" and record of training imparted to them be kept.
- xi. While working on double/multiple line sections, Railway shall ensure that the machine or any of its parts does not infringe the adjoining structures or track. Train operation on adjacent tracks shall only be permitted after ascertaining safety of trains on these tracks.
- xii. Any part which are meant for operation/maintenance provided on the vehicle shall be in closed and locked down condition during movement and while standing under 25kV AC OHE such that no parts of the vehicle extend beyond the MMD envelop & also to ensure minimum electrical clearance as per SoD.
- xiii. Rail Milling Machine Model SF06-IN shall be maintained as per OEM's maintenance manual

  
02/12/24  
(किशन रावत)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]


e-mail address: dceg@rb.railnet.gov.in

No. 2024/CEDO/SR/20/RMSF06LM-IR-DFCCIL

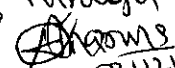
New Delhi, dated 02.12.2024

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, 3<sup>rd</sup> Floor, Traffic Account Building, Sate Entry Road, New Delhi-110055, w.r.t. his endorsement No Q.12011/01/2024-25-T.W, dated 02.09.2024
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards) Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. Principal Executive Director Track (M&Mc), Railway Board

  
02/12/24  
(किशन रावत)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
(रेलवे बोर्ड Railway Board)

No. 2024/CEDO/SR/20(1)/RMSF06LM-IR-DFCCIL

New Delhi, dated 02.12.2024

The Director General,  
Research Designs & Standards,  
Manak Nagar,  
Lucknow-226011.

**Sub:** Future Improvement of Rail Milling Machine, Model SF06-IN (Transportation code: RMSF06LM).

**Ref:** (i) Railway Board's letter no. 2024/CEDO/SR/20/RMSF06LM-IR-DFCCIL, dated 02.12.2024

(ii) CCRS office letter no. Q.12011/01/2024-25-T.W, dated 02.09.2024

(iii) RDSO's letter no. TM/HM/11/53/RMM, dated 17.04.2024


(iv) RDSO's Provisional Speed Certificate (PSC) no. TM/HM/11/53/RMM, dated 01.06.2022 & its Amendment No. 1 dated 12.04.2024

With reference to RDSO above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board has been communicated for introduction of Rail Milling Machine, Model SF06-IN (Transportation code: RMSF06LM), supplied by M/s LINSINGER Mascchinenbau GmbH, Austria, as per GA Drg. No. OBE-0107-001, upto a maximum speed of 60 kmph when running on its own power as well as when running in train formation over Indian Railway, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL vide RB's letter under reference (i) above. CCRS, while recommending for introduction of this Rolling Stock to Railway Board has suggested **following measures for future improvement of the above rolling stock:**

- i. There is no PA system for communication between Trailer Vehicle and Carrier Vehicle. PA system to be provided for effective communication between operators in both the Control Cars
- ii. As the Air-conditioned cabs have been provided in the machine, signal exchange light (signal flashing scheme) similar to Vande Bharat for exchanging signal may be provided in the proposed rolling stock for convenience of the machine operator.
- iii. Oscillation Trial of the track Machine may be conducted & Final Speed Certificate (FSC) issued to utilize its full speed potential.

- iv. 06 nos. CCTV cameras have been provided to assist the operator during travelling and carry out the milling operations. However, there is no provision to record the CCTV footage for reference during investigation/enquiry of an unusual incident. Necessary modifications should be made to record CCTV footage for at least 30 days. Provision of CCTV cameras with recording facility along with voice recording inside the cabs of the machine may also be explored in future design of the machine.

RDSO is requested to examine above and take necessary action. The compliance of the same should also be submitted to CCRS.

  
02/12/24  
(किशन रावत)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]

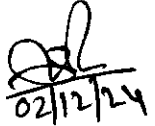
e-mail address: dceg@rb.railnet.gov.in

No. 2024/CEDO/SR/20(1)/RMSF06LM-IR-DFCCIL

New Delhi, dated 02.12.2024

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1. The Chief Commissioner of Railway Safety, 3<sup>rd</sup> Floor, Traffic Account Building, Sate Entry Road, New Delhi-110055, w.r.t. his endorsement No Q.12011/01/2024-25-T.W, dated 02.09.2024
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards) Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. Principal Executive Director Track (M&Mc), Railway Board

  
02/12/24  
(किशन रावत)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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26/11/2024

RBPCP  
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**भारत सरकार Government of India**  
**रेल मंत्रालय Ministry of Railways**  
**(रेलवे बोर्ड Railway Board)**

No.2024/CEDO/SR/17/MRK/AC-08 COACH-80kmph

New Delhi, dated 21.11.2024

**The Director General**  
**Research Designs & Standards**  
**Organisation, Manak Nagar,**  
**Lucknow-226011**

**The General Manager,**  
**All Indian Railways**

**General Manager,**  
**Metro Railway,**  
**Kolkata**

**Sub:** Introduction of 8-coach rake for air-conditioned Kolkata Metro coaches with 3-phase propulsion system to Layout Drg No. MRM/DTC-9-0-001, MRM/MC-9-0-001 & MRM/TC-9-0-001 and Unique Transportation Code KM/DTC/ACICF1, KM/MC/ACICF1 & KM/TC/ACICF1 for Driving Trailer Car (DTC), Motor Car(MC) & Trailer Car (TC) respectively provided by M/s Medha Servo Drives, up to a maximum speed of 80 kmph over sections Kavi Subhash Buffer End (Ch. 0838 km) – Hemanta Mukhopadhyay (Ch. 6.931 km) Up & Dn line (Jt. Line No. 1 and Jt. Line No. 2) of Orange Line and Joka Buffer end (Ch.(-) 0.493 km) – Taratala Buffer end (Ch. 7.234 km) (Jt. Line No. 1 and Jt. Line No. 2) of Purple Line on Kolkata Metro Railway

Ref: (i) CCRS office letter no. Q.12010/01/NFC/18-19-T.W, dated 13.06.2024

(ii) RDSO's letter no. MC/Kolkata Metro/3-Phase Medha Electrics, dated 16.02.2024

(iii) RDSO's Interim Speed Certificate (ISC) no. MC/Kolkata Metro/3-Phase Medha Electrics, dated 16.02.2024

With reference to RDSO above application, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of 8-coach rake for air-conditioned Kolkata Metro coaches with 3-phase propulsion system to Layout Drg No. MRM/DTC-9-0-001, MRM/MC-9-0-001 & MRM/TC-9-0-001 and Unique Transportation Code KM/DTC/ACICF1, KM/MC/ACICF1 & KM/TC/ACICF1 for Driving Trailer Car (DTC), Motor Car(MC) & Trailer Car (TC) respectively provided by M/s Medha Servo Drives, up to a maximum speed of 80 kmph over sections Kavi Subhash Buffer End (Ch. 0838 km) – Hemanta Mukhopadhyay (Ch. 6.931 km) Up & Dn line (Jt. Line No. 1 and Jt. Line No. 2) of Orange Line and Joka Buffer end (Ch.(-) 0.493 km) – Taratala Buffer end (Ch. 7.234 km) (Jt. Line No. 1 and Jt. Line No. 2) of Purple Line on Kolkata Metro Railway with the following stipulations :

- i. Observance of all conditions laid down in RDSO's Interim Speed Certificate (ISC) no. MC/Kolkata Metro/3-Phase Medha Electrics, dated 16.02.2024 for operation up to a maximum speed of 80 kmph on Kolkata Metro Railway, shall be ensured on the Railway while seeking the sanction of General Manager for introduction of rolling stock on the Railway. All the documents required for the sanction of General Manager as per CE(G) Directorate/Railway Board Policy Circular No. 6, dated 01.05.2023, along with sanction

  
21/11/24



letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure

- ii. Observance of all the permanent and temporary speed restrictions already in force and/or those that may be imposed from time to time on various accounts.
- iii. Kolkata Metro shall ensure non-availability of traction (Provision of traction cut-off) if more than 50% of the bogies in train formation are in isolated condition. It shall also be ensured that indication/alarm in this regard is also available to driver.
- iv. Kolkata Metro shall ensure proper maintenance of rolling stock, propulsion equipment, control systems, Signalling and Interlocking, Track, Traction System and Structures as per schedules prescribed in the Maintenance Manual.
- v. Before initiating train operations, Kolkata Metro shall certify track fitness and safety of the rolling stock depending upon the actual condition of the bogie suspension system, brake system, wheel, axle and other safety related components.
- vi. Kolkata Metro shall take all precautions regarding electrical clearances and other parameters, as required for ensuring safety of personnel, and for protection of power supply system at the time of train operations.
- vii. No overdue/expired fire extinguisher shall be permitted in service
- viii. Radio communication facility shall be provided between the train operator and OCC/station throughout the section to enable the driver to contact OCC/station in case of emergency.
- ix. Adequate training shall be imparted to the maintenance staff responsible for maintaining the rolling stock, signalling and interlocking and track etc.
- x. All train operators and station/section controllers shall be given sufficient training and shall be in possession of valid competency certificates issued by designated officer.
- xi. Kolkata Metro shall ensure that a procedure for safe movement of rolling stock in Depots and other such areas is also in place.

  
(किशन रावत)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No.-011-23047598]


e-mail address :dceg@rb.railnet.gov.in

**No.2024/CEDO/SR/17/MRK/AC-08 COACH-80kmph**

New Delhi, dated 21.11.2024

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, 3<sup>rd</sup> Floor, Traffic Account Building, Sate Entry Road, New Delhi-110055, w.r.t. his endorsement No. Q.12010/01/NFC/18-19-T.W, dated 13.06.2024
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards)Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. OSD/EE(G), Railway Board

  
(किशन रावत)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issue through g mail  
22-11-24  
ADECCIVIL

E - 3415769

भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
(रेलवे बोर्ड Railway Board)

No. 2022/CEDO/SR/39/BOXNLWM1/IR-DFCCIL-22.82t-80-60.kmph

New Delhi, dated 21.11.2024

The Director General  
Research Designs & Standards  
Organisation  
Manak Nagar,  
Lucknow-226011

The General Manager,  
All Indian Railways

Managing Director,  
DFCCIL,  
5th Floor, Supreme Court,  
Metro Station Building Complex,  
New Delhi - 110001

**Sub:** Introduction of new type of rolling stock Broad Gauge Bogie open wagon type 'BOXNLWM1' [Maximum Axle Load:22.82t] to RDSO's Drawing No. WD-08054-S-01 Alt.5, up to a maximum speed of **80 kmph in empty and 60 kmph in loaded condition over BG routes of Indian Railways**, by Zonal Railways and over routes of **Eastern & Western Dedicated Freight Corridor** of DFCs by DFCCIL

**Ref:** (i) CCRS office letter no. Q.12011/21/2022-23-T.W., dated 19.12.2022  
(ii) RDSO's letter no. MW/SPD/BG/BOXNLWM1, dated 11.11.2022  
(iii) RDSO's Final Speed Certificate (FSC) no. MW/SPD/BG/BOXNLWM1, dated 02.11.2022

With reference to RDSO above application {ref.ii}, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of new type of rolling stock Broad Gauge Bogie open wagon type 'BOXNLWM1' [Maximum Axle Load:22.82t] to RDSO's Drawing No. WD-08054-S-01 Alt.5, up to a maximum speed of **80 kmph in empty and 60 kmph in loaded condition over BG routes of Indian Railways**, by Zonal Railways and over routes of **Eastern & Western Dedicated Freight Corridor** of DFCs by DFCCIL with the following stipulations :

- Observance of all conditions laid down in RDSO's Final Speed Certificate (FSC) no. MW/SPD/BG/BOXNLWM1, dated 02.11.2022 for operation up to at maximum speed of **80 kmph in empty and 60 kmph in loaded condition over BG routes of Indian Railways**, by Zonal Railways and over routes of **Eastern & Western Dedicated Freight Corridor** of DFCs by DFCCIL, shall be ensured on the Railway/DFCs while seeking the sanction of General Manager/MD-DFCCIL, as the case may be, for introduction of rolling stock on the Railway/DFCs. All the documents required for the sanction of General Manager/MD-DFCCIL as per CE (G) Directorate/Railway Board Policy Circular No. 6, dated 01.05.2023, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure.
- Observance of all the permanent and temporary speed restrictions already in force and/or those that may be imposed from time to time on various accounts.
- The compliance of all the stipulations mentioned in Railway Board letter No. 2020/CE-II/TS/22.82 dt 20.08.2020 shall be ensured by the Railways.

  
21/11/24

- iv. Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic blocks. Railway should ensure adequate/stipulated block for Rail Grinding & other maintenance inputs.
- v. Railway should ensure installation of way side lubricators as per provision of IR P.Way manual in a time bound manner.
- vi. **For Indian Railways**, the WILD shall mandatorily be provided before introduction of wagon at speed above 60 Kmph. For speed up to 60 Kmph the WILD may be progressively installed. 100% weighment of loaded wagons (except consignment exempted from weighment) shall be ensured at the loading points to avoid running of overloaded wagons on track.
- vii. **For DFCCIL**, adequate number of WILD and 'Weigh Bridges' shall be progressively installed and their working closely monitored. 100% weighment of loaded wagons shall be ensured at the loading points to avoid running of overloaded wagons on track.
- viii. No overdue in track/rolling stock maintenance shall be permitted.
- ix. Right powering of loaded trains running with 22.9t (CC+8+2) axle load wagons shall be ensured.
- x. Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and above.
- xi. USFD testing of rail would be carried out at a higher frequency corresponding to 6 GMT of traffic (present stipulation corresponds to 8 GMT).


  
21/11/24  
(किशन रावत)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड  
[Rly No. 030-47598, MTNL No. 011-23047598]  
e-mail address: dceg@rb.railnet.gov.in

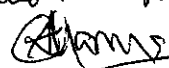
No. 2022/CEDO/SR/39/BOXNLWM1/IR-DFCCIL-22.82t-80-60 kmph New Delhi, dated 21.11.2024

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, 3<sup>rd</sup> Floor, Traffic Account Building, Sate Entry Road, New Delhi-110055, w.r.t. his endorsement No. Q.12011/21/2022-23-T.W., dated 19.12.2022
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards)Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. EDME(Fr), Railway Board

  
21/11/24  
(किशन रावत)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through mail  
  
22.11.24  
AD ECE (V14)

## NOTE

CEDO branch is dealing with condonation of infringement of SOD, sanction of opening of new lines, sanction of rolling stock (Locos, coaches & wagons etc.) Many matters related to CCRS.

Revision of SOD, GCC, Engg. Code, IRUSSOR is also dealt with our branch for the same different committees as nominated by Board (MI). For proof reading all the above documents need to be printed & copied for distribution of all copies to all the nominated officers.

So, in view of above CEDO branch urgently need photocopier machine. Present photocopier machine is abandoned may be replaced as soon as possible

*R. P. S.*  
ADE(CIVIL) 21.11.24  
CEDO branch

DCE(G)

*asl*  
21/11/24

EDCE(G)

*Aru*  
21.11.24

JS

*JS*  
21/11/24

E-3468/92

**भारत सरकार Government of India**  
**रेल मंत्रालय Ministry of Railways**  
**(रेलवे बोर्ड Railway Board)**

No. 2024/CEDO/SD/RS/04/ACT2-IR-DFCs

New Delhi, dated 20.11.2024

The Director General  
Research Designs & Standards Organisatio  
Manak Nagar, Lucknow-226011.

**Sub :** Condonation of infringements w.r.t. IRSOD (BG), Revised,2022 & Standard Schedule of Dimensions (BG) for Eastern and Western Dedicated Freight Corridors of Indian Railways, January 2013 by **Maximum distance apart of bogie centres for bogie vehicles**{(19950mm for Car-A & Car-B) & (16345mm for Car-C)}, **Maximum length over centre buffers couplers or side buffers for bogie vehicles** (23555mm for all Cars) & **Maximum distance apart between any two adjacent axles** {(17950mm for Car-A & Car-B) & (14345mm for Car-C)} of Autocar Taller wagon type "ACT2" having a height of 4877mm and width of 2920mm, as per RDSO Drawing No. WD-23019-S-01, over DSDC, DSC routes of IR and Routes of Eastern and Western Dedicated Freight Corridors of DFCCIL & others routes identified by Railway Board

Ref:(i) CCRS office letter no. Q.14011/01/2024-25-T.W.,dated 27.06.2024  
(ii)RDSO letter no. CT/CONTR/BG/MG, dated 26.04.2024

With reference to RDSO above applications {ref. (ii)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringements w.r.t. IRSOD (BG), Revised,2022 & Standard Schedule of Dimensions (BG) for Eastern and Western Dedicated Freight Corridors of Indian Railways, January 2013 by **Maximum distance apart of bogie centres for bogie vehicles**{(19950mm for Car-A & Car-B) & (16345mm for Car-C)}, **Maximum length over centre buffers couplers or side buffers for bogie vehicles** (23555mm for all Cars) & **Maximum distance apart between any two adjacent axles** {(17950mm for Car-A & Car-B) & (14345mm for Car-C)} of Autocar Taller wagon type "ACT2" having a height of 4877mm and width of 2920mm, as per RDSO Drawing No. WD-23019-S-01, over DSDC, DSC routes of IR and Routes of Eastern and Western Dedicated Freight Corridors of DFCCIL & others routes identified by Railway Board as shown in details enclosed with above mentioned application and reproduced as under:

Item of Chapter-IV (A) IRSOD	Description of Clause	Dimension as per IR SOD(mm)	Proposed dimensions (mm)	Magnitude of infringement (mm)
17	Maximum distance apart of bogie centres for bogie vehicles	14900	19950 for Car-A & Car-B	5050
			16345 for Car-C	1445

Item of Chapter-IV (A) IRSOD	Description of Clause	Dimension as per IR SOD(mm)	Proposed dimensions (mm)	Magnitude of infringement (mm)
20(b)	Maximum length over centre buffer couplers or side buffers for bogie vehicles.	22300	23555 (For all Cars)	1255
21	Maximum distance apart between any two adjacent axles	12345	17950 for Car-A & Car-B	5605
			14345 for Car-C	2000
Item of Chapter-IV & XI DFC SSOD	Description of Clause	Dimension as per DFC SSOD (mm)	Proposed dimensions (mm)	Magnitude of infringement (mm)
4.4.3 of EDFC SSOD and 11.4.3 of WDFC SSOD	Maximum centres for bogie vehicles	17000	19950 for Car-A & Car-B	2950
			16345 for Car-C	No infringement
4.4.7 of EDFC SSOD and 11.4.7 of WDFC SSOD	Maximum distance apart between any two adjacent axles	15000	17950 for Car-A & Car-B	2950
			14345 for Car-C	No infringement

Further, above sanction of condonation is subject to the following conditions:

*"Instruction related to the movement of the rolling stock on Points and Crossing/Turnouts & Diamond Crossing should be incorporated in the Speed Certificate for its operation, whenever being issued by RDSO"*

  
20/11/24  
(किशन रावत)


निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड  
[Rly No. 030-47598, MTNL No.-011-23047598]  
e-mail address : dceg@rb.railnet.gov.in

No. 2024/CEDO/SD/RS/04/ACT2-IR-DFCs

New Delhi, dated 20.11.2024

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, 3<sup>rd</sup> Floor, Traffic Account Building, Sate Entry Road, New Delhi-110055 w.r.t. his endorsement No. Q.14011/01/2024-25-T.W., dated 27.06.2024
2. Commissioner of Railway Safety, All Circles
3. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow
4. EDME(Fr.)/Railway Board, New Delhi


  
20/11/24  
(किशन रावत)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

Issued through e mail  
21/11/24 ADE(CIVIL)

Record branch may kindly arrange to return the following files for the official use of CEDO branch, details as under :

Sr. No.	File no.	Record No.	Date
1	2016/CEDO/SD/20	346	26.07.2022


  
(K C Sharma) 20.11.24

ADE/Civil  
CEDO Branch

### Record Branch

Record branch may kindly arrange to return the following files for the official use of CEDO branch, details as under :

Sr. No.	File no.	Record No.	Date
1	2017/CEDO/SR/21	29	20.05.2022

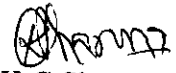
  
(K C Sharma) 20.11.24

ADE/Civil  
CEDO Branch

  
Record Branch

Record branch may kindly arrange to return the following files for the official use of CEDO branch, details as under :

Sr. No.	File no.	Record No.	Date
1	2018/CEDO/SD/RS/02	159	19.07.2022

  
(K C Sharma) 20.11.24

ADE/Civil  
CEDO Branch


**Record Branch**

Panel 22



Record branch may kindly arrange to return the following files for the official use of CEDO branch, details as under :

Sr. No.	File no.	Record No.	Date
1	2018/CEDO/SD/RS/07	103	03.08.2022


  
(K C Sharma)

ADE/Civil  
CEDO Branch

**Record Branch**

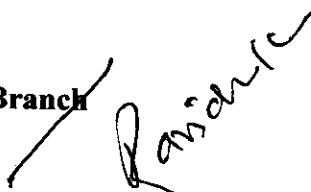
Record branch may kindly arrange to return the following files for the official use of CEDO branch, details as under :

Sr. No.	File no.	Record No.	Date
1	2019/CEDO/SD/RS/01	111	03.08.2022

  
(K C Sharma)

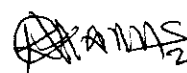
ADE/Civil  
CEDO Branch

**Record Branch**



Record branch may kindly arrange to return the following files for the official use of CEDO branch, details as under :

Sr. No.	File no.	Record No.	Date
1	2020/CEDO/SR/03	48	20.05.2022

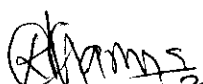
  
(K C Sharma)

ADE/Civil  
CEDO Branch

### Record Branch

Record branch may kindly arrange to return the following files for the official use of CEDO branch, details as under :

Sr. No.	File no.	Record No.	Date
1	2019/CEDO/SR/17	233	26.05.2022

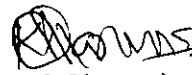
  
(K C Sharma)

ADE/Civil  
CEDO Branch

  
Record Branch

Record branch may kindly arrange to return the following files for the official use of CEDO branch, details as under :

Sr. No.	File no.	Record No.	Date
1	2017/CEDO/SD/04	28	20.05.2022


  
(K C Sharma) 20.11.24

ADE/Civil  
CEDO Branch

### Record Branch

Record branch may kindly arrange to return the following files for the official use of CEDO branch, details as under :

Sr. No.	File no.	Record No.	Date
1	2017/CEDO/SD/10	41	20.05.2022

  
(K C Sharma) 20.11.24

ADE/Civil  
CEDO Branch

  
Record Branch

office-1974328  
3471818

भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
(रेलवे बोर्ड Railway Board)

No. 2024/CEDO/SR/18/ BOSTHSM2-22.9t-IR-DFCCIL

New Delhi, dated 18.11.2024

Managing Director,  
DFCCIL,  
5th Floor, Supreme Court,  
Metro Station Building Complex,  
New Delhi - 110001

Sub : Introduction of Broad Gauge Bogie Open Steel Wagon 'BOSTHSM2' [Max. Axle Load: 22.9t] to RDSO's Drg. No. WD-08032-S-01 Alt-6 or latest, up to a maximum speed of 100 kmph in empty and 75 kmph in loaded condition over Indian Railways, by Zonal Railways and up to a maximum speed of 100 kmph in both empty and loaded conditions over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL

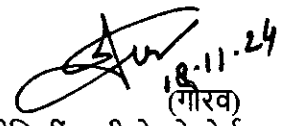
Ref : (i) CCRS letter no. Q.12011/07/20243-25-T.W., dated 08.08.2024  
(ii) RDSO letter no. MW/ BOSTHSM2, dated 19.07.2024  
(iii) RDSO Final Speed Certificate (FSC) no. MW/SPD/BG/BOSTHSM2, dated 15.06.2024

Chief Commissioner of Railway Safety, Lucknow; while forwarding the case for the sanction of the Railway Board for introduction of Broad Gauge Bogie Open Steel Wagon 'BOSTHSM2' [Max. Axle Load: 22.9t] to RDSO's Drg. No. WD-08032-S-01 Alt-6 or latest, up to a maximum speed of 100 kmph in empty and 75 kmph in loaded condition over Indian Railways, by Zonal Railways and up to a maximum speed of 100 kmph in both empty and loaded conditions over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL, has recommended certain measures to be taken before introduction of the above rolling stocks, reproduced as under:

*"DFCCIL should ensure installation of way side lubricators as per provision of IR P. Way manual in a time bound manner. Hence. deletion of para 3.6.5 from PSC shall be ensured before introduction of machine".*

DFCCIL is requested to examine the issues involved and submit compliance with present status of "installation of way side lubricators" at the earliest.

DA: as above.

  
(गौरव)  
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड  
[Rly No. 030-47598, MTNL No.-011-23047598]  
e-mail address :dceg@rb.railnet.gov.in

Copy forwarded for information to :

1. PED/Safety, Railway Board
2. EDME/Fr, Railway Board

Issue through email  
EChan 18/11/24



मुख्य रेल संरक्षा आयुक्त कार्यालय,  
तीसरी मंजिल, टैफिक अकाउंट बिल्डिंग,  
स्टेट एंट्री रोड, नई दिल्ली-110055.

भारत सरकार  
नागर विमानन मंत्रालय  
(रेल संरक्षा आयोग)

GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
(COMMISSION OF RAILWAY SAFETY)



O/o Chief Commissioner of Railway Safety,  
3rd Floor, Traffic Account Building,  
State Entry Road, New Delhi-110055.

संख्या—Q.12011 / 07 / 2024—25—त.वि.

दिनांक—08.08.2024

सेवा में,

सचिव (सिविल इंजी.)  
रेल मंत्रालय (रेलवे बोर्ड)  
रेल भवन  
नई दिल्ली

[ध्यानार्थ:EDCE(G)]

विषय: **Introduction of new type of rolling stock Broad Gauge Bogie Open Wagon type 'BOSTHSM2' having maximum axle load of 22.9t for operation up to maximum speed of 100 kmph in empty and 75 kmph in loaded condition over Indian Railways BG routes and up to maximum speed of 100 kmph in both empty and loaded conditions for operation over routes of Eastern and Western Dedicated Freight Corridors of DFCCIL**

संदर्भ: (i) DG/RDSO's letter no. MW/BOSTHSM2, dt. 19.07.2024  
(ii) RDSO's Final Speed Certificate no. MW/SPD/BG/BOSTHSM2, dt. 15.06.2024

Vide Ref (i), RDSO has approached this office seeking Railway Board's sanction for operation of subject rolling stock up to maximum speed of 100 kmph in empty and 75 kmph in loaded condition over Indian Railways BG routes and up to maximum speed of 100 kmph in both empty and loaded conditions for operation over routes of Eastern and Western Dedicated Freight Corridors of DFCCIL on the basis of RDSO's Final Speed Certificate mentioned under Ref. (ii).

Case has been examined by this office in light of abovementioned documents and is found to be in order. Accordingly, the same is being forwarded to Railway Board with the recommendation for the sanction of the Central Government for operation of Broad Gauge Bogie Open Wagon type 'BOSTHSM2' having maximum axle load of 22.9t for operation up to maximum speed of 100 [ONE HUNDRED] kmph in empty and 75 [SEVENTY FIVE] kmph in loaded condition over Indian Railways BG routes and up to maximum speed of 100 [ONE HUNDRED] kmph in both empty and loaded conditions for operation over routes of Eastern and Western Dedicated Freight Corridors of DFCCIL subject to compliance of the conditions mentioned in Annexure.

*This is issued with the approval of CCRS.*

संलग्नक: यथोक्त

अहमद नदीम  
8/8/2024  
(अहमद नदीम सिद्दीकी)

उप रेल संरक्षा आयुक्त (यांत्रिक)

प्रतिलिपि: महानिदेशक / अनुसंधान, अभिकल्प एवं मानक संगठन, मानक नगर, लखनऊ-226011

**Conditions to be ensured by the Railway for operation of Broad Gauge Bogie Open Wagon type 'BOSTHSM2' having maximum axle load of 22.9t for operation up to maximum speed of 100 kmph in empty and 75 kmph in loaded condition over Indian Railways BG routes and up to maximum speed of 100 kmph in both empty and loaded conditions for operation over routes of Eastern and Western Dedicated Freight Corridors of DFCCIL**

1. Observance of all conditions laid down in RDSO's Final Speed Certificate no. MW/SPD/BG/BOSTHSM2, dt. 15.06.2024. Remarks of the Railway/DFCCIL against each Para of the Speed Certificate shall be submitted to the Commission before the start of actual operation of rolling stock.
2. Observance of all the permanent and temporary speed restrictions already in force and/or those that may be imposed from time to time on various accounts.
3. Hand Brakes of the wagons are to be in applied condition during loading/unloading operation.
4. List of routes identified for 22.9t axle load shall be submitted to the Commission before the start of actual operation of rolling stock.
5. The compliance of all the stipulations mentioned in Railway Board letter No. 2020/CE-II/TS/22.82 dt 20.08.2020 shall be ensured by the Railways.
6. Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic blocks.
7. ~~DFCCIL should ensure installation of way side lubricators as per provision of IR P. Way manual in time bound manner.~~
8. Adequate number of WILD and 'Weigh Bridges' shall be progressively installed and their working closely monitored. 100% weighment of loaded wagons shall be ensured at the loading points to avoid running of overloaded wagons on track.
9. No overdue in track/rolling stock maintenance shall be permitted.
10. Separate maintenance regime to be legislated for higher axle load route on IR.
11. Detailed guidelines for operations of higher axle load train over IR shall be issued covering all issues related to Track, Bridges, Signal, OHE, Rolling Stock & Operating System etc.
12. Right powering of loaded trains running with 22.9t axle load wagons shall be ensured.
13. Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and above.

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office-1934608 ✓  
E-3466631

भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
(रेलवे बोर्ड Railway Board)

No. 2024/CEDO/SR/12/ LWCTZAA - AC-Vista dome -160kmph

New Delhi, dated 14.11.2024

The Director General  
Research Designs & Standards Organisation  
Manak Nagar,  
Lucknow-226011

The General Manager,  
All Indian Railways

**Sub :** Introduction of LHB AC Vista dome coach (LWCTZAA) fitted with pneumatic suspension (160 KN capacity) at secondary stage on FIAT bogie to ICF's Layout Drawing No. CSC-1848 [Unique Transportation Code: LWCTZAA; Maximum Axle Load: 16.25t], up to a maximum speed of 160 kmph over Indian Railways, by Zonal Railways, on track maintained as Para No. 522 of IRPWM, June-2020

**Ref :** (i) CCRS office letter no. Q.12011/03/2024-25-T.W, dated 31.05.2024  
(ii) RDSO's letter no. SV.FIAT(SC)/Sanction/LWCTZAA, dated 06.05.2024  
(iii) RDSO's Final Speed Certificate (FSC) no.SV.FIAT(SC) /Sanction/LWCTZAA /160kmph, dated 04.02.2021

With reference to RDSO above application {ref.ii}, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of LHB AC Vista dome coach (LWCTZAA) fitted with pneumatic suspension (160 KN capacity) at secondary stage on FIAT bogie to ICF's Layout Drawing No. CSC-1848 [Unique Transportation Code: LWCTZAA; Maximum Axle Load: 16.25t], up to a maximum speed of 160 kmph over Indian Railways, by Zonal Railways, on track maintained as Para No. 522 of IRPWM, June-2020 with the following stipulations :

**A. For operation of coaches upto 130 kmph-**

- (i) Observance of all conditions laid down in RDSO's Final Speed Certificate (FSC) no.SV.FIAT (SC) /Sanction/LWCTZAA /160kmph, dated 04.02.2021 for operation up to a maximum speed of 160 kmph shall be ensured on the Railway while seeking the sanction of General Manager, for introduction of rolling stock on the Railway. All the documents required for the sanction of General Manager as per CE (G) Directorate/Railway Board Policy Circular No. 6, dated 01.05.2023, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure.
- (ii) All the provisions contained in the Railway Board's letter no. 2014/CE-II.TSC/I Pt.1 dated 08.09.2016 regarding track structure for speed beyond 110 Kmph should be strictly complied.
- (iii) For speed above 110 Kmph & up to 130 Kmph, Railway shall ensure provision of sturdy fencing of standard design in compliance of Para 202 of IRPWM 2020 to prevent accidents related to trespassing.

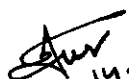
Issue through email  
Schmd 18/11/24

14.11.24

- (iv) All the level crossings shall be manned with telecommunication facilities and interlocked for operation of trains at speed upto 130 kmph. Replacement of all level crossings, by Grade Separators shall be planned while proposing increase of speed.
- (v) Observance of all permanent and temporary speed restrictions already in force and /or those that may be imposed from time to time on various accounts.
- (vi) Zonal Railway shall interpret the results of runs of OMS, TRC and Oscilograph Car and ensure corrective & preventive action, as considered necessary.
- (vii) Signalling requirement with respect to maximum permissible speed as per standard of Interlocking given in Indian Railways Signal Engineering Manual, July 2021, para no. 7.8.9 shall followed.
- (viii) Suitable and reliable communication shall be provided in the locomotive and guards van for communication between loco pilot, guard and adjacent station master.
- (ix) Coaches shall be maintained as per "Maintenance manual for LHB Coaches.
- (x) In case of enroute breakage of primary coil spring action as per instructions contained in RDSO letter no. SV.FIAT Spring dt. 18.08.2022 shall be taken.
- (xi) Earthing in the coach body & all the panels shall always be properly maintain

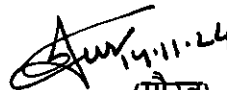
**B. In addition of above, following stipulation shall be applicable for operation of coaches beyond 130 kmph and upto 160 kmph-**

- (i) Supervisors/officers shall not undertake push trolley inspection and working of rail dolly on the face trains having speed more than 130 kmph. Suitable guidelines shall be issued by the Railway in this regard.
- (ii) Stretches of existing weak formations (where permanent/temporary speed restriction is imposed), if any, shall be planned to be rehabilitated/strengthen first before permitting higher speed.
- (iii) Provision of Automatic Train Protection system (ATP) shall be ensured on the route for operation at speed more than 130 Kmph.
- (iv) Level crossing gates should not be permitted as mandated under Para 202 of IRPWM 2020 for 160 kmph speed. In exceptional cases, relaxation should be taken but duly ensuring adequate safety measures for public safety including deployment of RPF and such gates should eliminated on high priority.
- (v) Railway shall ensure provision of sturdy fencing of standard design to prevent trespassing by human & cattle to comply Para 202 of IRPWM 2020.
- (vi) For running of train above 130 kmph, Zonal Railways shall ensure public announcements and demarcation through a yellow line on the platforms of run through lines, to alert passengers standing on such platforms
- (vii) At locations which are prone to trespassing even after provision of fencing, suitable RUB of restricted height(2mx2m) should be constructed for crossing of pedestrian as well as cattle.
- (viii) Periodic drives shall be conducted to check and prevent trespassing by RPF with concerned departments by way of counseling of residents of land adjoining railway track and by conducting surprise check
- (ix) Zonal railway shall ensure suitable mechanism to ensure strict compliance of provisions of various manuals with respect to preventive measures for rail/weld failures. Rail grinding at regular interval shall be done on the entire route for better riding behavior and to avoid rail fracture/weld failures. Regular greasing of all the curves in the section shall be ensured.

  
14.11.24



- (x) Track geometry shall be ensured compliant to prescribed 160 kmph speed norms as per Para 522 of IRPWM 2020 and monitored once in a month by OMS, once in two months by Track Recording Car and once in Four months by Oscillograph car. Zonal Railway shall interpret the results of runs of OMS, TRC and Oscillograph car and ensure corrective & preventive action.
- (xi) Stipulated corridor blocks shall be regularly granted for ensuring track maintenance to required standards considering need of intensive track monitoring/maintenance at higher speed.
- (xii) As stipulated in Railway Board's letter no. 97/M(C)/137/1 Volume-VI, Dated 09.06.2004 and RDSO's Report no. CT-20 Rev.2 duly approved by Railway Board's letter no. 2014/CE-II/TK/HS Dated 09.12.2014, the following maintenance facilities are required to be developed by Railways for operation at 160 Kmph:
- (a) Well lighted all weather covered area for under gear examination and maintenance of sub assemblies.
  - (b) Boundary wall for safety and security of the rake and the facilities.
  - (c) Automatic washing plant at entry point.
  - (d) Wheel profile measurement and re-profiling system.
  - (e) In-situ wheel changing facility.
  - (f) Automated and instrumented maintenance system in lieu of existing system based on visual inspection.
  - (g) A separate bay with capacity for lifting and change of complete bogie platform for attention to roof mounted AC equipment.

  
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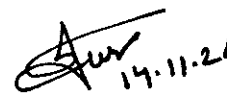
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड  
[Rly No. 030-47598, MTNL No. 011-23047598]  
e-mail address: dceg@rb.railnet.gov.in

No. 2024/CEDO/SR/12/ LWCTZAA - AC-Vista dome -160kmph

New Delhi, dated 14.11.2024

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, 3<sup>rd</sup> Floor, Traffic Account Building, Sate Entry Road, New Delhi-110055, w.r.t. his endorsement No. Q.12011/03/2024-25-T.W, dated 31.05.2024
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards) Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. EDME(Chg), Railway Board

  
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

## Files kept in EDCE(G), Room

Section	File No.	E-Office / FTS Number
CEDO	2013/CEDO/SR/06/P.C.-6/0	3078220
CEDO	92/CEDO/SR/4/O Pt. I	3006909
CEDO	70/WDO/ORI/RO/1 (Rules for opening - 2000)	E-3416522 OLD-3247161
CEDO	2013/CEDO/SR/06/P.C. – 6/0/Pt.I	148912
CEDO	2017/CEDO/SR/6/P.C. – 6/01/Pt. I	3253098
CEDO	2018/CEDO/SR/PC-6/0	3270930
CEDO	2017/CEDO/SR/6/PC-6/01	3238608
CEDO	70/WDO/ORI/RO/1, Vol II	44845
CEDO	2019/CEDO/PC-6/31.10.18/Correspondence	3307765
CEDO	2014/CEDO/ORI/O/02	3119086
CEDO	70/WDO/ORI/RO/1 Vol. IV	<del>3247161</del> 3414028
Transformation Cell	2018/Trans Cell / Civil / CRS	3394946
CEDO	2016/CEDO/ORI/O/01	3168861
CEDO	2017/CEDO/SR/PC-6/0	3225195
CEDO	70/WDO/ORI/RO/I Vol. VIII	3399539
CEDO	70/WDO/ORI/I/Vol. V	3255249
CEDO	2018/CEDO/ORI/01	3254748
NEW	2024/CE-I/CRS Pt.	New File

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भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
(रेलवे बोर्ड Railway Board)

No. 2023/CEDO/SR/08/BLCS/{dwarf(1930 x 2600)-triple stack-25t-65 kmph-WDFC} New Delhi, Dated 04.11.2024

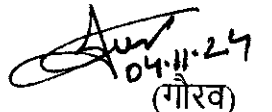
The Director General  
Research Designs & Standards Organisation  
Manak Nagar, Lucknow-226011.

**Sub:** Introduction of **dwarf containers** (1930mm high and 2600mm width) **in triple stack** in empty and loaded condition, on **25t axle load**, Broad Gauge Bogie Low Platform Bogie Container Flat wagon type BLCS (A-Car & B-Car) to RDSO's No. WD21103-S-03 Alt. 0 (A-Car) and WD-21 103-5-04 Alt. 0 (B-Car) for operation up to a maximum speed of **65 kmph** over **Western Freight Corridor** of DFCCIL routes of DFCCIL

**Ref:** (i) RDSO letter no. MW/Container, dated 19.06.2024  
(ii) Board's letter no. 2015/M(N)/951/31 (E-3333013) dated 11.06.2024  
(iii) CCRS letter no. Q.12011/14/2021-22-T.W. (BLCS), dated 17.01.2023

While processing the above cited case after RDSO's reply(ref.i) regarding Commission's observation of "Installation of measuring wheel on the rolling stock to capture real time rail-wheel forces by running it periodically for working out critical forces and planning maintenance intervention, if required, to be done." It has been observed that reply is not clear "whether running of rolling stock is safe without this stipulation or not".

RDSO is requested to examine the issues involved and submit comments at the earliest.

  
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निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड  
[Rly No. 030-47598, MTNL No. 011-23047598]  
e-mail address: dceg@rb.railnet.gov.in

Copy forwarded for information to :

1. Executive Director (Standards) Carriage, RDSO, Lucknow
2. Executive Director (Standards) Track-I, RDSO, Lucknow
3. EDME(Fr.) Railway Board

Issued through mail  
① MIS  
② 11/11/24  
ADECE (V/L)

**भारत सरकार Government of India**  
**रेल मंत्रालय Ministry of Railways**  
**(रेलवे बोर्ड Railway Board)**

No.2024/CEDO/SR/11/MRK/08 COACH-80kmph

New Delhi, dated 04.11.2024

**The Director General**  
**Research Designs & Standards**  
**Organisation, Manak Nagar,**  
**Lucknow-226011**

**The General Manager,**  
**All Indian Railways**


**General Manager,**  
**Metro Railway,**  
**Kolkata**

**Sub:** Introduction of 8-coach rake lightweight fully furnished 750 Volt DC Metro Rolling Stock (MRS) with 3-phase electric propulsion system to Layout Drg No. KM-D-J-002(V3), KM-D-J-003(V2) and KM-D-J-004(V2) and Unique Transportation Code EKM/DTC/Dalian. EKM/MC/Dalian and EKM/TC/Dalian for Driving Trailer Car (DTC), Motor Car(MC) and Trailer Car (TC) respectively, up to a maximum speed of 80 kmph over sections Kavi Subhash Buffer End (Ch. 0838 km) – Hemanta Mukhopadhyay (Ch. 6.931 km) Up & Dn line (Jt. Line No. 1 and Jt. Line No. 2) of Orange Line and Joka Buffer end (Ch.(-) 0.493 km) – Taratala Buffer end (Ch. 7.234 km) (Jt. Line No. 1 and Jt. Line No. 2) of Purple Line on Kolkata Metro Railway

- Ref:** (i) CCRS office letter no. Q.12011/22/2022-23-T.W, dated 10.05.2024  
(ii) RDSO's letter no. MC/MRT/Dalian, dated 28.02.2024  
(iii) RDSO's Interim Speed Certificate (ISC) no. MC/MRT/Dalian, dated 27.02.2024

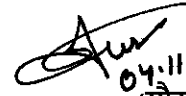
With reference to RDSO above application, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of 8-coach rake lightweight fully furnished 750 Volt DC Metro Rolling Stock (MRS) with 3-phase electric propulsion system to Layout Drg No. KM-D-J-002(V3), KM-D-J-003(V2) and KM-D-J-004(V2) and Unique Transportation Code EKM/DTC/Dalian. EKM/MC/Dalian and EKM/TC/Dalian for Driving Trailer Car (DTC), Motor Car(MC) and Trailer Car (TC) respectively provided by M/s CRRC Dalian Co. Ltd, up to a maximum speed of 80 kmph over sections Kavi Subhash Buffer End (Ch. 0838 km) – Hemanta Mukhopadhyay (Ch. 6.931 km) Up & Dn line (Jt. Line No. 1 and Jt. Line No. 2) of Orange Line and Joka Buffer end (Ch.(-) 0.493 km) – Taratala Buffer end (Ch. 7.234 km) (Jt. Line No. 1 and Jt. Line No. 2) of Purple Line on Kolkata Metro Railway with the following stipulations :

- i. Observance of all conditions laid down in RDSO's Interim Speed Certificate (ISC) no. MC/MRT/Dalian, dated 27.02.2024 for operation up to a maximum speed of 80 kmph on Kolkata Metro Railway, shall be ensured on the Railway while seeking the sanction of General Manager, for introduction of rolling stock on the Railway. All the documents required for the sanction of General Manager as per CE(G) Directorate/Railway Board Policy Circular No. 6, dated 01.05.2023, along with sanction letter, shall be submitted to

  
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the Commission before the start of actual operation of rolling stock, as per extant procedure

- ii. Observance of all the permanent and temporary speed restrictions already in force and/or those that may be imposed from time to time on various accounts.
- iii. Kolkata Metro shall ensure proper maintenance of rolling stock, propulsion equipment, control systems, Signalling and Interlocking, Track, Traction System and Structures as per schedules prescribed in the Maintenance Manual.
- iv. Before initiating train operations, Kolkata Metro shall certify track fitness and safety of the rolling stock depending upon the actual condition of the bogie suspension system, brake system, wheel, axle and other safety related components.
- v. Kolkata Metro shall take all precautions regarding electrical clearances and other parameters, as required for ensuring safety of personnel, and for protection of power supply system at the time of train operations.
- vi. No overdue/expired fire extinguisher shall be permitted in service
- vii. Radio communication facility shall be provided between the train operator and OCC/station throughout the section to enable the driver to contact OCC/station in case of emergency.
- viii. Adequate training shall be imparted to the maintenance staff responsible for maintaining the rolling stock, signalling and interlocking and track etc.
- ix. All train operators and station/section controllers shall be given sufficient training and shall be in possession of valid competency certificates issued by designated officer.
- x. Kolkata Metro shall ensure that a procedure for safe movement of rolling stock in Depots and other such areas is also in place.
- xi. Compliance to facilities for "Divyangjan" shall be ensured as per specified norms.

  
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निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]


e-mail address: dceg@rb.railnet.gov.in

No.2024/CEDO/SR/11/MRK/08 COACH-80kmph

New Delhi, dated 04.11.2024

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement No. Q.12011/22/2022-23-T.W, dated 10.05.2024
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards) Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. OSD/EE(G), Railway Board

  
04.11.24  
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through email  
@Anurag  
04/11/24  
ADE (CIVIL)

भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
(रेलवे बोर्ड Railway Board)

No. 2024/CEDO/SD/RS/05/VB-Sleeper

New Delhi, dated 22.10.2024

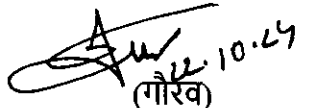
The Director General  
Research Designs & Standards Organisation,  
Manak Nagar, Lucknow-226011.

**Sub :** Condonation of infringements w.r.t. IRSOD(BG), Revised-2022 by **Minimum height of buffer & CBC couplers (865mm) & Maximum side height** of Vande Bharat Sleeper coaches manufactured by ICF, Chennai as per ICF infringement Drawing Nos. ICF/SK3-9-0-453(Sheet 1 of 2 & Sheet 2 of 2) alt.b for Driving Trailer Coaches [Transportation Code: TSDTCCN & TSDTC2CN], ICF/SK3-9-0-454 alt.b, for Trailer coaches [Transportation Code : TSTCCN], ICF/SK3-9-0-455 alt.b for Motor Coaches [Transportation Code: TSMCCN, TSMC2CN, TSMCCW & TSMC2CW] and ICF/SK3-9-0-456 alt.b for Non-Driving Trailer Coaches [Transportation Code: TSND FAC & TSND CW]

**Ref :** (i) CCRS office letter no. Q.14011/03/2024-25-TW, dated 26.09.2024  
(ii) RDSO letter no. CT/DEL/Train set, dated 25.09.2024

With reference to RDSO above applications dated 25.09.2024 {ref.(ii)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringements w.r.t. Chapter IV(A), Schedule-I of IRSOD(BG), Revised-2022 by **Minimum height of buffer & CBC couplers (865mm) & Maximum side height** of Vande Bharat Sleeper coaches manufactured by ICF, Chennai as per ICF infringement Drawing Nos. ICF/SK3-9-0-453(Sheet 1 of 2 & Sheet 2 of 2) alt.b for Driving Trailer Coaches [Transportation Code: TSDTCCN & TSDTC2CN], ICF/SK3-9-0-454 alt.b, for Trailer coaches [Transportation Code : TSTCCN], ICF/SK3-9-0-455 alt.b for Motor Coaches [Transportation Code: TSMCCN, TSMC2CN, TSMCCW & TSMC2CW] and ICF/SK3-9-0-456 alt.b for Non-Driving Trailer Coaches [Transportation Code: TSND FAC & TSND CW] , as shown in detail enclosed with above mentioned application, detail of infringements w.r.t. Chapter IV (A) of IRSOD is as under:

- (i) **Clause 14-** Minimum height above rail level for centres of buffers & couplers when fully loaded infringes by 165mm (i.e. 865mm instead of 1030mm)
- (ii) **Clause 31-** Maximum height above rail level at sides of unloaded vehicles infringement varies from 0 mm to 147 mm at a width of 1085mm and 1015 mm (i.e. proposed profile cuts the slop line at a height of 3913mm and 4060 mm at a width of 1085mm and 1015mm respectively on either side of centre line of Diagram no. ID (EDO/T-2202) of IRSOD(BG) Revised-2022)

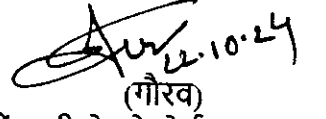
  
(गौरव)  
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड  
[Rly No. 030-47598, MTNL No.-011-23047598]  
e-mail address :dceg@rb.railnet.gov.in

No. 2024/CEDO/SD/RS/05/VB-Sleeper

New Delhi, dated 22.10.2024

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety. Compound of DRM/NER, Ashok Marg, Lucknow-226001 w.r.t. his endorsement No. Q.14011/03/2024-25-TW, dated 26.09.2024
2. Commissioner of Railway Safety, All Circles
3. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow
4. EDME(Chg), Railway Board, New Delhi

  
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निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

Issued through of mail  
23.10.24  
ADECCW(2)

**भारत सरकार Government of India**  
**रेल मंत्रालय Ministry of Railways**  
**(रेलवे बोर्ड Railway Board)**

No. 2024/CEDO/SR/23/ CSM 3XDGS D -IR-DFCCIL- 60kmph New Delhi, Dated 23.10.2024

**The Director General**  
**Research Designs & Standards Organisation**  
**Manak Nagar, Lucknow-226011.**

Sub : Introduction of Continuous Tamping Machine with integrated Dynamic Stabilizer, Model No. "09-3X Dynamic" (Transportation code CSM 3XDGS D) supplied by M/s Plasser, India upto maximum speed of 60 kmph when running on its own power as well as when running in train formation over **Indian Railway**, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by **DFCCIL**

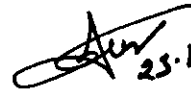
Ref : (i) CCRS office letter no. Q.12011/07/2024 25-T.W, dated 17.10.2024  
(ii) RDSO's letter no. TM/HM/S086/09-3Z Dynamic/DFCCIL, dated 30.07.2024  
(iii) RDSO's Provisional Speed Certificate (PSC) no. TM/HM/ S082/09-3X Dynamic/DFCCIL, dated 27.03.2024

Chief Commissioner of Railway Safety, Lucknow; while forwarding the case for the sanction of the Railway Board for introduction of Continuous Tamping Machine with integrated Dynamic Stabilizer, Model No. "09-3X Dynamic" (Transportation code CSM 3XDGS D) supplied by M/s Plasser, India upto maximum speed of 60 kmph when running on its own power as well as when running in train formation over **Indian Railway**, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by **DFCCIL**, has recommended certain measures to be taken before introduction of the above rolling stocks, reproduced as under:

- (i) Training, medical fitness (to a designated category of A-3) for machine operators, technician & helper staff should be ensured in accordance with stipulations / guideline issued by Railway Board's vide letter dated 20.06.2024. Issue of competency certificate shall be ensured to be issued by nominated officer only after effective road learning & acquaintance machine of respective G&SR & safety rules necessary for operating and running of on main line section.
- (ii) Scheduled maintenance of machine shall be ensured at predesignated facility created for the purpose with proper record of each maintenance activity and attention.
- (iii) The provision for attachment of machine with goods / passenger train as mentioned in para 3.6.5 of PSC is considered to be unsafe and not acceptable. Hence. deletion of para 3.6.5 from PSC shall be ensured before introduction of machine

RDSO is requested to examine the issues involved and submit comments at the earliest.

DA: as above.

  
 23.10.24  
 (गौरव)  
 निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड  
 [Rly No. 030-47598, MTNL No.-011-23047598]  
 e-mail address :dceg@rb.railnet.gov.in

Copy forwarded for information to :

1. Executive Director (Standards) Motive Power, RDSO, Lucknow
2. Executive Director (Standards) Track-I, RDSO, Lucknow
3. EDTk(M&Mc) Railway Board

Issued through mail  
 23.10.24  
 ADECCIVIL





मुख्य रेल संरक्षा आयुक्त कार्यालय,  
तीसरी मंजिल, ट्रैफिक अकाउंट बिल्डिंग,  
स्टेट एंट्री रोड, नई दिल्ली-110055.

भारत सरकार  
नागर विमानन मंत्रालय  
(रेल संरक्षा आयोग)

GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
(COMMISSION OF RAILWAY SAFETY)



O/o Chief Commissioner of Railway Safety,  
3rd Floor, Traffic Account Building,  
State Entry Road, New Delhi-110055.

संख्या-Q.12011/07/2024.25 -त.वि.

दिनांक-17.10.2024

सेवा में,  
सचिव (सिविल इंजी.)  
रेल मंत्रालय (रेलवे बोर्ड)  
रेल भवन  
नई दिल्ली।

[ध्यानार्थ: EDCE(G)]

- विषय : Introduction of Continuous Tamping Machine with integrated Dynamic Stabilizer. Model No. 09-3X Dynamic" (Transportation Code CSM 3XDGS D) supplied by M/s Plasser, India upto maximum speed of 60kmph when running on its own power as well as when running in train formation over Indian Railways and over routes of Eastern & Western dedicated freight corridors of DFCCIL.
- संदर्भ : (i) DG/RDSO's letter No. TM/HM/S086/DFCCIL, dt. 31.07.2024.  
(ii) RDSO's Provisional Speed Certificate no. TM/HM/S082/09-3X Dynamic/DFCCIL, dt. 27.03.2024.  
(iii) This office's letter of even no. dated 20.08.2024.  
(iv) RDSO's letter no. TM/HM/S086/09-3X Dynamic/DFCCIL, dt. 27.08.2024.

Vide Ref. (i), DG/RDSO has approached this office for recommending sanction of Central Government for introduction of subject rolling stock, up to a maximum speed of 60 kmph when running on its own power as well as when running in train formation over Indian Railways and over routes of Eastern & Western dedicated freight corridors of DFCCIL on the basis of RDSO's PSC mentioned under Ref. (ii).

Vide Ref.(iii), clarifications regarding subject case were sought by this office from RDSO. RDSO, vide Ref. (iv) has furnished clarifications on the observations.

Statutory inspection of the subject rolling stock was carried out by CCRS on 08.10.2024 at New Dadri (DERN) Station of WDFC. Inspection report of the rolling stock is enclosed as **Annexure-1**.

Based on the examination of documents submitted by RDSO and inspection of the subject rolling stock, the case is being forwarded to Railway Board with the recommendation for the sanction of the Central Government for operation of Continuous Tamping Machine with integrated Dynamic Stabilizer. Model No. 09-3X Dynamic" (Transportation Code CSM 3XDGS D) supplied by M/s Plasser, India-[Maximum Axle Load: 21t to its Drawing no. UD00.1236-35 Ver-4] up to a maximum speed of **60 [SIXTY] kmph when running on its own power as well as when running in train formation over Indian Railways and over routes of Eastern & Western Dedicated Freight Corridors of DFCCIL** with conditions mentioned in **Annexure-2**.

Observations from CCRS inspection report about "measures to be taken before introduction of "Continuous Tamping Machine with integrated Dynamic Stabilizer. Model No. 09-3X Dynamic"

Observations from CCRS Inspection report about "measures to be taken before introduction of "Continuous Tamping Machine with integrated Dynamic Stabilizer. Model No. 09-3X Dynamic" (Transportation Code CSM 3XDGS D)" are enclosed as **Annexure-3**. The compliance of the same should be submitted to the commission before introduction of subject rolling stock.

Further, "Continuous Tamping Machine with integrated Dynamic Stabilizer. Model No. 09-3X Dynamic" (Transportation Code CSM 3XDGS D)" are attached as **Annexure-4**.

*This is issued with the approval of Chief Commissioner of Railway Safety.*



(ओ० पी० यादव)

विशेष कार्याधिकारी (यांत्रिक)  
कृते मुख्य रेल संरक्षा आयुक्त

संलग्नक: यथोक्त

प्रतिलिपि:

महानिदेशक

अनुसंधान, अभिकल्प एवं मानक संगठन,

मानक नगर, लखनऊ-226011

**Conditions to be ensured by the Railway for operation of Continuous Tamping Machine with integrated Dynamic Stabilizer. Model No. 09-3X Dynamic" (Transportation Code CSM 3XDGS D) supplied by M/s Plasser, India up to maximum speed of 60 kmph when running on its own power as well as when running in train formation over Indian Railways and over routes of Eastern & Western dedicated freight corridors of DFCCIL**

1. Observance of all conditions laid down in RDSO's Provisional Speed Certificate (PSC) no. TM/HM/S082/09-3X Dynamic/DFCCIL, dt. 27.03.2024. Remarks of the Railway/DFCCIL against each Para of the Speed Certificate shall be submitted to the Commission before start of actual operation of rolling stock.
2. In case of emergency situation like failure of machine in block section, provision of para 3.6.6 of provisional speed certificate (PSC) are to be followed and ensured for the clearing the block section. The provision for attachment of machine with goods / passenger train as mentioned in para 3.6.5 of PSC is considered to be unsafe and not acceptable. Hence, deletion of para 3.6.5 from PSC shall be ensured before introduction of machine.
3. Observance of all permanent and temporary speed restrictions already in force and /or those that may be imposed from time to time on various accounts.
4. **DFCCIL shall depute a rolling stock officer, who shall certify the maintenance of under gear items like bogie, wheels, suspension, brake system etc.**
5. All the requisite items to be used in case of accident or other emergency like detonators, scotch block etc. as prescribed in various Codes & Manuals shall be kept in the driving cab of the machine.
6. It shall be ensured that staffs working with machine wear protective gear such as Helmets, goggles. Reflective jackets, mask, Industrial shoes etc. during operations of Track Machines
7. Any inflammable material shall not be permitted on the machine. Also, movement of any train with inflammable material shall not be permitted on the adjacent line where grinding work is being carried out.
8. Proper facilities for diesel and water filling at machine sidings shall be made available.
9. While working on double/multiple line sections, Railway shall ensure that the machine or any of its parts does not infringe the adjoining structures or track. Train operation on adjacent tracks shall only be permitted after ascertaining safety of trains on these tracks.
10. Any part which are meant for operation/maintenance provided on the vehicle shall be in closed and locked down condition during movement and while standing under 25kV AC OHE such that no parts of the vehicle extend beyond the MMD envelop & also to ensure minimum electrical clearance as per SoD.

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**Measures to be taken before introduction of Continuous Tamping Machine with Integrated Dynamic Stabilizer. Model No. 09-3X Dynamic" (Transportation Code CSM 3XDGS D) supplied by M/s Plasser, India**

Statutory inspection of the rolling stock by the CCRS was carried out on 08/10/2024 at New Dadri (DERN) Station, WDFC. Para 2 of CCRS Inspection Report which suggests the measures for improvement in rolling stock before introduction of the machine is reproduced below for taking necessary action for their implementation:

- (i) Training, medical fitness (to a designated category of A-3) for machine operators, technician & helper staff should be ensured in accordance with stipulations / guideline issued by Railway Board's vide letter dated 20.06.2024. Issue of competency certificate shall be ensured to be issued by nominated officer only after effective road learning & acquaintance of respective G&SR & safety rules necessary for operating and running of machine on main line section.
- (ii) Scheduled maintenance of machine shall be ensured at predesignated facility created for the purpose with proper record of each maintenance activity and attention.

\*\*\*

**Measures for future improvement of Continuous Tamping Machine with integrated Dynamic Stabilizer. Model No. 09-3X Dynamic supplied by M/s Plasser, India**

Statutory inspection of the rolling stock by the CCRS was carried out on 08/10/2024 at New Dadri (DERN) Station, WDFC. Para 2 of CCRS Inspection Report which suggests the measures for future improvement of the machine is reproduced below for taking necessary action for their implementation:

- (i) Considering the fact that these machines are supposed to be operated on main line with other revenue operation, all safety related features like Vigilance control device (VCD), dead man handle, Crew Voice and Video Recording System (CVVRS) & Fog Pass Device (FPD) at par with locomotives should also be incorporated in the all future specifications of such machines.
- (ii) Machine operation on main line is a very critical operation and being allowed to private man through OEM which may keep on changing every time and it is very difficult to ensure skillsets & awareness of necessary G & SR rule required for operation of machine on main line. Hence, it is advised to plan a DFCCIL/IR owned suitable operating crew cadre for (LP, ALP & LI) running operation of all such departmental machines / stocks to ensure safety of train operation over DFCCIL/IR network.
- (iii) It is noted that the most the machine operations are still manual and does not looks to be aligned with latest available technology. It is advised to make fresh assessment of recent available technology / machines in the track maintenance field to have current and efficient machines and ensuring up-dation of existing specifications of machine suitably adopting required changes for future requirement, accordingly.
- (iv) Cab ergonomics may be reviewed for required necessary improvement to ensure seating comfort & visibility operation performed.
- (v) Pre-tamping track parameter, desired track parameter & post tamping track parameter shall be superimposed, displayed on the operator screen & stored for better analysis & appreciation of machine performance.
- (vi) 4 no. CCTV cameras have been provided to assist the operator carry out the ballast regulating operations. However, there is no provision to record the CCTV footage for reference during investigation/ enquiry of an unusual incident. Necessary modifications should be made to record CCTV footage for at least 30 days.
- (vii) Machine may be equipped with centralized Computer based Monitoring & Control System to monitor the health of various systems such as engine, hydraulics, pneumatic & electrics. The data so captured should be displayed in driver's cab. Arrangement should also be made for downloading & analyzing the data.
- (viii) At present the stock is proposed to be operated at a speed of 60 Kmph based on the Provisional Speed Certificate issued by RDSO. Oscillation trial of the stock should be planned & conducted at the earliest and Final Speed Certificate issued to utilize its full speed potential.
- (ix) The machine is equipped with fire safety measures such as Linear Heat Detectors and fire extinguishers. It is suggested that water mist based (Nitrogen pressured) Automatic Fire Suppression System as provided in LHB Pantry Car & Power Car may be provided in the engine room of proposed stock for enhanced fire safety.

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भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
(रेलवे बोर्ड Railway Board)

No. 2024/CEDO/SR/04(1)/09-32CSM/IR-DFCCIL

New Delhi, dated 21.10.2024

The Director General,  
Research Designs & Standards,  
Manak Nagar,  
Lucknow-226011.

**Sub:** Future Improvement of Duo-matic Two Sleepers Tamping Machine, Model 09-32CSM (Transportation code: CSM Duo D)

**Ref:** (i) Railway Board's letter no. 2024/CEDO/SR/04/09-32CSM/IR-DFCCIL, dated 21.10.2024

(ii) CCRS office letter no. Q.12011/15/2023-24-T.W, dated 20.02.2024

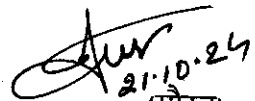
(iii) RDSO's letter no. TM/HM/S086/DUOMATIC/DFCCIL, dated 05.09.2023

(iv) RDSO's Provisional Speed Certificate (PSC) no. TM/HM/S086/DUOMATIC/DFCCIL, dated 07.06.2023 and its Amendment no. 1 dated 05.12.2023

With reference to RDSO above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board has been communicated for introduction of Duo-matic Two Sleepers Tamping Machine, Model 09-32CSM (Transportation code: CSM Duo D), supplied by M/s Plasser, India upto maximum speed of 60 kmph when running on its own power as well as when running in train formation over **Indian Railway**, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL vide RB's letter under reference (i) above. CCRS, while recommending for introduction of this Rolling Stock to Railway Board has suggested **following measures for future improvement of the above rolling stock:**

- (i) Two nos. CCTV cameras have been provided to assist the operator carry out the tamping operations. However, there is no provision to record the CCTV footage for reference during investigation/ enquiry of an unusual incident. Necessary modifications should be made to record CCTV footage for at least 30 days. Provision of CCTV cameras with recording facility inside the cabs of the machine may also be explored in future design of the machine.

RDSO is requested to examine above and take necessary action. The compliance of the same should also be submitted to CCRS.

  
21.10.24  
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]

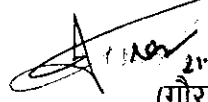
e-mail address: dceg@rb.railnet.gov.in

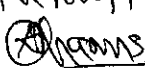
No. 2024/CEDO/SR/04(1)/09-32CSM/IR-DFCCIL

New Delhi, dated 21.10.2024

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement No Q.12011/15/2023-24-T.W, dated 20.02.2024
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards) Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. Principal Executive Director Track (M&Mc), Railway Board

  
21.10.24  
(गौरव)  
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through g. mail  
  
23.10.24  
ADECC/14/14

भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
(रेलवे बोर्ड Railway Board)

No. 2024/CEDO/SR/04/09-32CSM/IR-DFCCIL

New Delhi, dated 21.10.2024

The Director General  
Research Designs & Standards  
Organisation  
Manak Nagar,  
Lucknow-226011

The General Manager,  
All Indian Railways

Managing Director,  
DFCCIL,  
5th Floor, Supreme Court,  
Metro Station Building Complex,  
New Delhi - 110001

Sub : Introduction of Duo-matic Two Sleepers Tamping Machine, Model 09-32CSM (Transportation code: CSM Duo D), supplied by M/s Plasser, India, as per GA Drg. No. UD00.762-IN Ver.03, upto a maximum speed of 60 kmph when running on its own power as well as when running in train formation over **Indian Railway**, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL

- Ref : (i) CCRS office letter no. Q.12011/15/2023-24-T.W, dated 20.02.2024  
(ii) RDSO's letter no. TM/HM/S086/DUOMATIC/DFCCIL, dated 05.09.2023  
(iii) RDSO's Provisional Speed Certificate (PSC) no. TM/HM/S082/DUOMATIC/DFCCIL, dated 07.06.2023 and its Amendment no. 1 dated 05.12.2023

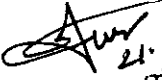
With reference to RDSO above application, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of Duo-matic Two Sleepers Tamping Machine, Model 09-32CSM (Transportation code: CSM Duo D), supplied by M/s Plasser, India upto maximum speed of 60 kmph when running on its own power as well as when running in train formation over **Indian Railway**, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL with the following stipulations :

- Observance of all conditions laid down in RDSO's Provisional Speed Certificate (PSC) no. TM/HM/S086/ DUOMATIC/DFCCIL, dated 07.06.2023 and its Amendment no. 1 dated 05.12.2023 for operation up to a maximum speed of 60 kmph when running on its own power as well as when running in train formation, shall be ensured on the Railway/DFCs while seeking the sanction of General Manager/ MD-DFCCIL, as the case may be, for introduction of rolling stock on the Railway/DFCs. All the documents required for the sanction of General Manager/MD-DFCCIL as per CE(G) Directorate/Railway Board Policy Circular No. 6, dated 01.05.2023, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure
- Observance of all permanent and temporary speed restrictions already in force and for those that may be imposed from time to time on various accounts.

 21.10.24



- iii. All the requisite items to be used in case of accident or other emergency like detonators, scotch block etc. as prescribed in various Codes & Manuals shall be kept in the driving cab of the machine.
- iv. It shall be ensured that staffs working with machine wear protective gear such as Helmets, goggles. Reflective jackets, mask, industrial shoes etc. during operations of Track Machines
- v. Any inflammable material shall not be permitted on the machine. Also, movement of any train with inflammable material shall not be permitted on the adjacent line where grinding work is being carried out.
- vi. Proper facilities for diesel and water filling at machine sidings shall be made available.
- vii. While working on double/multiple line sections, Railway shall ensure that the machine or any of its parts does not infringe the adjoining structures or track. Train operation on adjacent tracks shall only be permitted after ascertaining safety of trains on these tracks.
- viii. Any part which are meant for operation/maintenance provided on the vehicle shall be in closed and locked down condition during movement and while standing under 25kV AC OHE Such that no parts of the vehicle extend beyond the MMD envelop & also to ensure minimum electrical clearance as per SoD.

  
21.10.24  
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]


e-mail address: dceg@rb.railnet.gov.in

No. 2024/CEDO/SR/04/09-32CSM/IR-DFCCIL

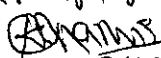
New Delhi, dated 21.10.2024

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement No Q.12011/15/2023-24-T.W, dated 20.02.2024
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards) Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. Principal Executive Director Track (M&Mc), Railway Board

  
21.10.24  
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through mail  
  
23.10.24  
ADEC(IV/16)

**भारत सरकार Government of India**  
**रेल मंत्रालय Ministry of Railways**  
**(रेलवे बोर्ड Railway Board)**

No. 2021/CEDO/SR/09(BLCS-D/S)

New Delhi, Dated 22.10.2024

**The Director General**  
**Research Designs & Standards**  
**Organisation**  
**Manak Nagar,**  
**Lucknow-226011**

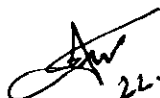
**The General Manager,**  
**All Indian Railways**

**Managing Director,**  
**DFCCIL,**  
**5th Floor, Supreme Court,**  
**Metro Station Building**  
**Complex,**  
**New Delhi - 110001**

**Sub :** Introduction of BG low platform Bogie Container Flat Wagon type 'BLCS' (A-Car & B-Car) having maximum permissible axle load at 22.32t [Maximum Designed Axle Load 25.0t] to RDSO's Drawing Nos. WD-15011-S/02 Alt.3 (A-Car) & WD-15012-S/02 Alt.4 (B-Car) and WD 18093-S-1 for operation upto provisional maximum speed of **65 kmph** without any container and with empty/loaded containers (*each container having 2591/2896 mm height & 2400 mm width*) in double stack condition having overall height upto 6809 mm, over **Viramgam- Samakhiaki & Viramgam- Sanand** routes by Zonal Railways

- Ref :** (i) RDSO's Provisional Speed Certificate (PSC) No. MW/CONTR/BLC25-S, dated 27.03.2019 and its Amendment no. 1 & Amendment no.2 dated 23.09.2020 & 26.02.2021  
(ii) RDSO's letter no. MW/CONTR/BLC25-S, dated 25.04.2019  
(iii) CCRS office letter no. Q.12011/4/2019-20-t.w, dated 29.01.2021  
(iv) Railway Board letter of even no. dated 03.03.2021  
(v) W.Rly's letter no. M 120/15/2-BLCS DSC dated 18.03.2024

With reference to W.Rly's letter no. M 120/15/2-BLCS DSC dated 18.03.2024 above application (ref.v) and in continuation to Board letter of even no. dated 03.03.2021 (ref. iv) sanction of the Ministry of Railways, Railway Board is hereby communicated for introduce BG low platform Bogie Container Flat Wagon type 'BLCS' (A-Car & B-Car) having maximum permissible axle load at 22.32t [Maximum Designed Axle Load 25.0t] to RDSO's Drawing Nos. WD-15011-S/02 Alt.3 (A-Car) & WD-15012-S/02 Alt.4 (B-Car) and WD 18093-S-1 for operation upto provisional maximum speed of 65 kmph without any container and with empty/loaded containers (*each container having 2591/2896 mm height & 2400 mm width*) in double stack condition having overall height upto 6809 mm, over the following routes, (i) **Jaipur- Phulera-Ajmer-Marwar Jn.-Palanpur-Mahesana-Viramgam-Surendra Nagar-Botad-Pipavav Port** route, (ii) **Palanpur-Samakhiaki** route, (iii) **Palanpur-Kandla port / Mundra port** route, (iv) **Rewari-Ringas-Phulera** route & (v) **Gurgaon-Rewari** (vi) **Viramgam- Samakhiaki & Viramgam- Sanand** route of Indian Railways, by Zonal Railways, with followings stipulations:


  
22.10.24

- i. Observance of all the conditions laid down in RDSO's Provisional Speed Certificate No. MW/CONTR/BLC25-S, dated 27.03.2019 with its Amendment no.1 & Amendment no. 2 dated 23.09.2020 & 26.02.2021, shall be ensured on the Railway while seeking the sanction of General Manager for introduction of rolling stock on the Railway. All the documents required for the sanction of General Manager as per CE(G) Directorate/Railway Board Policy Circular No. 6, dated 01.05.2023, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure .
- ii. Observance of all the permanent and temporary speed restrictions already in force and/or those that may be imposed from time to time on various accounts.
- iii. Location of bridges on which speed restrictions have been imposed shall be notified by the Railways and incorporated in the working timetable so that all operating staff is aware of the instructions.
- iv. USFD testing should be carried out at a frequency, one grade higher than the specified frequency in the USFD manual. On section with GMT more than 60, the existing stipulated frequency of once in one and a half month as per USFD manual may be continued.
- v. CC+6+2/22.32t routes will be prioritized for rail grinding at stipulated frequency depending upon the availability of rail grinding machines over Indian Railway. However, rail grinding is not a prerequisite for operation of CC+6+2 / 22.32t axle load trains.
- vi. Railway should ensure installation of way side lubricators as per provision of IR P.Way manual in a time bound manner.
- vii. Before initiating the operation, PCME of the concerned Railway shall arrange to certify the track worthiness and ensure safety of rolling stock. Proper maintenance of the rolling stock shall also be ensured.
- viii. Air brake system of wagons with twin-pipe shall be in working order during operation.
- ix. Adequate number of WILD and 'Weigh Bridges' shall be progressively installed and their working closely monitored. 100% weighment of loaded wagons except consignments exempted from weighment shall be ensured at the loading points to avoid running of overloaded wagons on track.
- x. No overdue in track/rolling stock maintenance shall be permitted.
- xi. Right powering of loaded trains running with 22.32t axle loaded wagons shall be ensured. Traction power supply shall be suitably augmented to cater for additional load.
- xii. The difference in weights of the two bottom container (20') should not be more than 5 tonnes.
- xiii. As per Clause 2.1.2.1.1(i) of RDSO's FSC No. MW/CONTR/BLC25-S, dated 27.03.2019 after incorporating modified paras upto Amendment no. 2 dated 26.02.2021, for operation in Loaded condition upto 60 kmph, for minimum standard of 52kg (90UTS) rail, **De-stressing temperature for LWR in Temperature Zone IV would be reduced by 5°C (T<sub>m</sub> to T<sub>m</sub>+5) .**
- xiv. Further, as per clause 2.1.2.2 for operation in Loaded condition for speed above 60 kmph and upto 65 kmph for minimum standard of 60kg (90UTS) rail, for temperature Zone IV as per IRPWM June 2020, de-stressing of LWR at reduced temperature (T<sub>m</sub> to T<sub>m</sub>+5) shall be completed before onset of winter season. **If De-stressing in Zone IV is not done at lower temperature, loaded wagon will run at 60 kmph during the winter period of 1<sup>st</sup> November to 28<sup>th</sup> /29<sup>th</sup> of February of next calendar year .**
- xv. The movement of the wagon shall be avoided on platform line.

 22.10.24

- xvi. The flat type (Car A & Car B) with double stack are infringing the IRSOD, hence movement on all type of Open Web Girder Bridges & Tunnels are prohibited.
- xvii. Double stacking of 20' long & 8'-6" (2591 mm) high and 40' long & 9'-6" (2896 mm)/ 8'-6" (2591 mm) high ISO (as per ISO:668) containers on BLCS wagon shall follow the instructions mentioned in para 2.4.3 of RDSO's provisional speed certificate no. MW/CONTR/BLC25-S, dated 27.03.2019 after incorporating modified paras upto Amendment no. 2 dated 26.02.2021.
- xviii. In order to ensure safe operation of 22.32t axle load flat BLCS wagons loaded with 9'6"/8'6" container in double stack, horizontal and vertical clearances mentioned in condition no.2.5.5 of RDSO's provisional speed certificate no. MW/CONTR/BLC25-S, dated 27.03.2019 after incorporating modified paras upto Amendment no. 2 dated 26.02.2021 shall be ensured.
- xix. Following precaution shall be taken in case of abnormal wind condition:
- When Containers are EMPTY, and wind speed increases more than 50 kmph measured at 10m height from ground level, train to be moved at a speed of 30 kmph and stabled at nearest possible station/yard.
  - When containers are LOADED, and wind speed increases more than 80 kmph measured at 10m height from ground level, the train speed to be reduced to 40 kmph. Train to be stabled at nearest possible station/yard if the wind speed increases more than 100 kmph.
- xx. Railway shall ensure that containers are lifted and lowered vertically to avoid any damage to inter-box connector locks /Automatic Twist Locks (ATL). Railway shall also ensure proper locking of inter-box connector locks/ATL at the starting station as well as at any station where loading/unloading is done.
- xxi. BLCS wagon is designed for 25t, but would be operated at 22.32 t axle load on Indian Railway track. Railways shall devise suitable measures to prevent overloading in containers (like indicating the consignment weight in BPC may be one such measure).
- xxii. Railway Board vide letter no. 2019/CEDO/SD/RS/02 dated 11.03.2019 has allowed the operation of Containers (2591/2896 mm height & 2400 mm width) in Double Stack on BG low platform Bogie Container Flat Wagon type 'BLCS' (A-Car & B-Car) over following identifies routes :
- Jaipur-Phulera-Ajmer-Marwar Jn.- Palanpur Mahesana – Viramgam Surendra Nagar Botad- Pipavav Port route.
  - Palanpur- Samakhiali route.
  - Palanpur- Kandla port/ Mundra port route.
  - Rewari- Ringas- Phuiera route.
  - Gurgaon- Rewari route.
  - Viramgam- Samakhiaki & Viramgam- Sanand

Operation on other than above routes, shall require the prior sanction of Railway Board.

 22.10.24  
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]

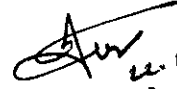
e-mail address: dceg@rb.railnet.gov.in

No. 2021/CEDO/SR/09(BLCS-D/S)

New Delhi, Dated 22.10.2024

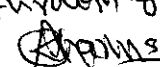
Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, 3<sup>rd</sup> Floor, Traffic Account Building, State Entry Road, New Delhi-110055, w.r.t. his endorsement No. Q.12011/4/2019-20-t.w, dated 29.01.2021
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards)Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. EDME(Fr.), Railway Board

 22.10.24

(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through g mail  
  
23.10.24  
APEC CIVIL



भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
(रेलवे बोर्ड Railway Board)

No. 2024/CEDO/SR/22/BRM D-IR-DFCCIL- 60kmph

New Delhi, Dated 23.10.2024

The Director General  
Research Designs & Standards Organisation  
Manak Nagar, Lucknow-226011.

Sub : Introduction of Ballast Regulating Machine with Hopper, Model "USP 2010 SWS" (Transportation code BRM D) supplied by M/s Plasser, India upto maximum speed of 60 kmph when running on its own power as well as when running in train formation over **Indian Railway**, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by **DFCCIL**

- Ref : (i) CCRS office letter no. Q.12011/08/2024 25-T.W, dated 17.10.2024  
(ii) RDSO's letter no. TM/HM/S086/BRM-USP 2010 SWS/DFCCIL, dated 30.07.2024  
(iii) RDSO's Provisional Speed Certificate (PSC) no. TM/HM/ S082/BRM-USP 2010 SWS/DFCCIL, dated 14.03.2024

Chief Commissioner of Railway Safety, Lucknow; while forwarding the case for the sanction of the Railway Board for introduction of Ballast Regulating Machine with Hopper, Model "USP 2010 SWS" (Transportation code BRM D) supplied by M/s Plasser, India upto maximum speed of 60 kmph when running on its own power as well as when running in train formation over **Indian Railway**, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by **DFCCIL**, has recommended certain measures to be taken before introduction of the above rolling stocks, reproduced as under:

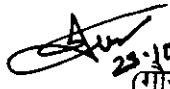
- (i) While examining the working of machine, it was observed that plough maneuvering is done through manual adjustment and some of dimension in working condition are found to be infringing with stipulated dimension of fixed structure. Provision of suitable automatic interlocking for movement of ploughs (Centre & shoulder) should be ensured to prevent chances of infringement of machine with fixed structure due to human error while actual site working.
- (ii) The machine shall carry out all the operations as listed in Para 3.13 of RDSO specification no. TM/HM/BRM/369 Rev. 02 of 2019 in one working pass under normal condition.
- (iii) Training, medical fitness (to a designated category of A-3) for machine operators, technician & helper staff should be ensured in accordance with stipulations / guideline issued by Railway Board's vide letter dated 20.06.2024. Issue of competency certificate shall be ensured to be issued by nominated officer only after effective road learning & acquaintance machine of respective G&SR & safety rules necessary for operating and running of on main line section.
- (iv) As the no. of track machines introduced over IR & DFCCIL have substantially increased over the years, a Loco Inspector from the Division shall be nominated for training, Counselling etc. of the track machine operators.

23.10.24

- (v) Scheduled maintenance of machine shall be ensured at predesignated facility created for the purpose with proper record of each maintenance activity and attention.
- (vi) Stenciling be of hopper capacity was wrongly mentioned as 10,0m3 & 12,0m3, this needs to be corrected. Also, stenciling for "Danger 25 kVA" may be corrected as "Danger 25kV".
- (vii) The provision for attachment of machine with goods / passenger train as mentioned in para 3.6.5 of PSC is considered to be unsafe and not acceptable. Hence, deletion of para 3.6.5 from PSC shall be ensured before introduction of machine.

RDSO is requested to examine the issues involved and submit comments at the earliest.

DA: as above.

  
23.10.24  
(गौरव)

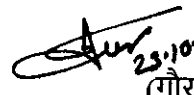
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड  
[Rly No. 030-47598, MTNL No.-011-23047598]  
e-mail address :dceg@rb.railnet.gov.in

**2024/CEDO/SR/22/BRM D-IR-DFCCIL- 60kmph**

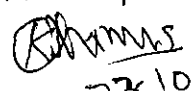
**New Delhi, Dated 23.10.2024**

Copy forwarded for information to :

1. Executive Director (Standards) Motive Power, RDSO, Lucknow
2. Executive Director (Standards) Track-I, RDSO, Lucknow
3. EDTk(M&Mc) Railway Board

  
23.10.24  
(गौरव)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड  
[Rly No. 030-47598, MTNL No.-011-23047598]  
e-mail address :dceg@rb.railnet.gov.in

Issued through g mail  
  
23.10.24  
ADE (V/L)



मुख्य रेल संरक्षा आयुक्त कार्यालय,  
तीसरी मंजिल, ट्रेफिक अकाउंट बिल्डिंग,  
स्टेट एंट्री रोड, नई दिल्ली-110055.

भारत सरकार  
नागर विमानन मंत्रालय  
(रेल संरक्षा आयोग)

GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
(COMMISSION OF RAILWAY SAFETY)



O/o Chief Commissioner of Railway Safety,  
3rd Floor, Traffic Account Building,  
State Entry Road, New Delhi-110055.

संख्या—Q.12011/08/2024.25 —त.वि.

दिनांक—17.10.2024

सेवा में,  
सचिव (सिविल इंजी.)  
रेल मंत्रालय (रेलवे बोर्ड)  
रेल भवन  
नई दिल्ली।

[ध्यानार्थ: EDCE(G)]

- विषय : Introduction of Ballast Regulating Machine with Hopper, Model USP 2010 SWS (Transportation Code BRM D) supplied by M/s Plasser, India upto maximum speed of 60kmph when running on its own power as well as when running in train formation over Indian Railways and over routes of Eastern & Western dedicated freight corridors of DFCCIL.
- संदर्भ : (I) DG/RDSO's letter No. TM/HM/S086/ DFCCIL dated 31.07.2024.  
(II) RDSO's Provisional Speed Certificate no. TM/HM/S082/ BRM-USP 2010 SWS /DFCCIL dated 14.03.2024.  
(III) This office's letter of even no. dated 20.08.2024.  
(iv) RDSO's letter no. TM/HM/S)86/BRM -USP 2010SWS/DFCCIL dated 27.08.2024.

Vide Ref. (I), DG/RDSO has approached this office for recommending sanction of Central Government for introduction of subject rolling stock, up to a maximum speed of 60 kmph when running on its own power as well as when running in train formation over Indian Railways and over routes of Eastern & Western dedicated freight corridors of DFCCIL on the basis of RDSO's PSC mentioned under Ref. (II).

Vide Ref.(iii), clarifications regarding subject case were sought by this office from RDSO. RDSO, vide Ref. (iv) has furnished clarifications on the observations.

Statutory inspection of the subject rolling stock was carried out by CCRS on 08.10.2024 at New Dadri (DERN) Station of WDFC. Inspection report of the rolling stock is enclosed as **Annexure-1.**

Based on the examination of documents submitted by RDSO and inspection of the subject rolling stock, the case is being forwarded to Railway Board with the recommendation for the sanction of the Central Government for operation of Ballast Regulating Machine with Hopper, Model USP 2010 SWS (Transportation Code BRM D) supplied by M/s Plasser, India-[Maximum Axle Load: 22t to its Drawing no. BR00.147-6 Ver-3] up to a maximum speed of **60 [SIXTY] kmph when running on its own power as well as when running in train formation over Indian Railways and over routes of Eastern & Western Dedicated Freight Corridors of DFCCIL** with conditions mentioned in **Annexure-2.**



Observations from CCRS inspection report about "measures to be taken before introduction of Ballast Regulating Machine with Hopper, Model USP 2010 SWS (Transportation Code BRM D)" are enclosed as Annexure-3. The compliance of the same should be submitted to the commission before introduction of subject rolling stock.

Further, 'Measures for future improvement of Ballast Regulating Machine with Hopper, Model USP 2010 SWS (Transportation Code BRM D) are attached as Annexure-4.

*This is issued with the approval of Chief Commissioner of Railway Safety.*

  
(ओ० पी० यादव)

विशेष कार्याधिकारी (यांत्रिक)  
पूर्व मुख्य रेल संस्था आयुक्त

संलग्नक: यथोक्त

प्रतिलिपि:

महानिदेशक

अनुसंधान, अभिकल्प एवं मानक संगठन,  
मानक नगर, लखनऊ-226011

**Conditions to be ensured by the Railway for operation of Ballast Regulating Machine with Hopper, Model USP 2010 SWS (Transportation Code BRM D) supplied by M/s Plasser, India up to maximum speed of 60 kmph when running on its own power as well as when running in train formation over Indian Railways and over routes of Eastern & Western dedicated freight corridors of DFCCIL**

1. Observance of all conditions laid down in RDSO's Provisional Speed Certificate (PSC) no. TM/HM/S082/ BRM-USP 2010 SWS /DFCCIL dated 14.03.2024. Remarks of the Railway/DFCCIL against each Para of the Speed Certificate shall be submitted to the Commission before start of actual operation of rolling stock.
2. In case of emergency situation like failure of machine in block section, provision of para 3.6.4 of provisional speed certificate (PSC) are to be followed and ensured for the clearing the block section. The provision for attachment of machine with goods / passenger train as mentioned in para 3.6.5 of PSC is considered to be unsafe and not acceptable. Hence, deletion of para 3.6.5 from PSC shall be ensured before introduction of machine.
3. Observance of all permanent and temporary speed restrictions already in force and /or those that may be imposed from time to time on various accounts.
4. **DFCCIL shall depute a rolling stock officer, who shall certify the maintenance of under gear items like bogie, wheels, suspension, brake system etc.**
5. All the requisite items to be used in case of accident or other emergency like detonators, scotch block etc. as prescribed in various Codes & Manuals shall be kept in the driving cab of the machine.
6. It shall be ensured that staffs working with machine wear protective gear such as Helmets, goggles. Reflective jackets, mask, industrial shoes etc. during operations of Track Machines
7. Any Inflammable material shall not be permitted on the machine. Also, movement of any train with inflammable material shall not be permitted on the adjacent line where grinding work is being carried out.
8. Proper facilities for diesel and water filling at machine sidings shall be made available.
9. While working on double/multiple line sections, Railway shall ensure that the machine or any of its parts does not infringe the adjoining structures or track. Train operation on adjacent tracks shall only be permitted after ascertaining safety of trains on these tracks.
10. Any part which are meant for operation/maintenance provided on the vehicle shall be in closed and locked down condition during movement and while standing under 25kV AC OHE such that no parts of the vehicle extend beyond the MMD envelop & also to ensure minimum electrical clearance as per SoD.

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**Measures to be taken before introduction of Ballast Regulating Machine with Hopper, Model USP 2010 SWS (Transportation Code BRM D) supplied by M/s Plasser, India**

Statutory inspection of the rolling stock by the CCRS was carried out on 08/10/2024 at New Dadri (DERN) Station, WDFC. Para 2 of CCRS Inspection Report which suggests the measures for improvement in rolling stock before introduction of the machine is reproduced below for taking necessary action for their implementation:

- (i) While examining the working of machine, it was observed that plough maneuvering is done through manual adjustment and some of dimension in working condition are found to be infringing with stipulated dimension of fixed structure. Provision of suitable automatic interlocking for movement of ploughs (Centre & shoulder) should be ensured to prevent chances of infringement of machine with fixed structure due to human error while actual site working.
- (ii) The machine shall carry out all the operations as listed in Para 3.13 of RDSO specification no. TM/HM/BRM/369 Rev. 02 of 2019 in one working pass under normal condition.
- (iii) Training, medical fitness (to a designated category of A-3) for machine operators, technician & helper staff should be ensured in accordance with stipulations / guideline issued by Railway Board's vide letter dated 20.06.2024. Issue of competency certificate shall be ensured to be issued by nominated officer only after effective road learning & acquaintance of respective G&SR & safety rules necessary for operating and running of machine on main line section.
- (iv) As the no. of track machines introduced over IR & DFCCIL have substantially increased over the years, a Loco Inspector from the Division shall be nominated for training, counselling etc. of the track machine operators.
- (v) Scheduled maintenance of machine shall be ensured at predesignated facility created for the purpose with proper record of each maintenance activity and attention.
- (vi) Stenciling of hopper capacity was wrongly mentioned as 10,0m<sup>3</sup> & 12,0m<sup>3</sup>, this needs to be corrected. Also, stenciling for "Danger 25 kVA" may be corrected as "Danger 25kV".

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[of CCRS Office's Letter No. Q.12011/08/2024-25-1.18, Dated 17.10.2024]

**Measures for future improvement of Ballast Regulating Machine with Hopper, Model "USP 2010 SWS" (Transportation Code BRM D) supplied by M/s Plasser, India**

Statutory inspection of the rolling stock by the CCRS was carried out on 08/10/2024 at New Dadri (DERN) Station, WDFC. Para 2 of CCRS Inspection Report which suggests the measures for future improvement of the machine is reproduced below for taking necessary action for their implementation:

- (i) Considering the fact that these machines are supposed to be operated on main line section with other main line stocks, all safety related features like Vigilance control device (VCD), dead man handle, Crew Voice and Video Recording System (CVVRS) & Fog Pass Device (FPD) at par with locomotives should also be incorporated in the all future specifications of such machines.
- (ii) Machine operation on main line is a very critical operation and being allowed to private man through OEM which may keep on changing every time and it is very difficult to ensure skillsets & awareness of necessary G & SR rules required for operation of machine on main line. Hence, it is advised to plan for IR/DFCCIL owned suitable operating crew cadre for (LP, ALP & LI) running operation of all such departmental machines / stocks to ensure safety of train operation over DFCCIL/IR network.
- (iii) It is noted that the most the machine operations are still manual and does not looks to be aligned with latest available technology. It is advised to make fresh assessment of recent available technology / machines in the track maintenance field to have current and efficient machines and ensuring up-dation of existing specifications of machine suitably adopting required changes for future requirement, accordingly.
- (iv) 4 no. CCTV cameras have been provided to assist the operator carry out the ballast regulating operations. However, there is no provision to record the CCTV footage for reference during investigation/ enquiry of an unusual incident. Necessary modifications should be made to record CCTV footage for at least 30 days.
- (v) Machine may be equipped with centralized Computer based Monitoring & Control System to monitor the health of various systems such as engine, hydraulics, pneumatic & electrics. The data so captured should be displayed in driver's cab. Arrangement should also be made for downloading & analyzing the data.
- (vi) At present the stock is proposed to be operated at a speed of 60 Kmph based on the Provisional Speed Certificate Issued by RDSO. Oscillation trial of the stock should be planned & conducted at the earliest and Final Speed Certificate Issued to utilize its full speed potential.
- (vii) Hand operated hydraulic pump has been provided for retraction of machine parts like side plough, centre plough, broom etc. belt in case of failure of main engine. Feasibility of provision of emergency standby power pack or other assisting aid for folding back the machine, using suitable electrical pump etc to be explored in future design of such machines.
- (viii) All the three systems i.e. regulation of shoulder ballast by outer flap and regulation/cleaning of ballast from the top of the sleeper and pandrol clips should work simultaneously to make machine operation efficient to have expected tangible output.
- (ix) The machine is equipped with fire safety measures such as Linear Heat Detectors and fire extinguishers. It is suggested that water mist based (Nitrogen pressured) Automatic Fire Suppression System as provided in LHB Pantry Car & Power Car may be provided in the engine room of proposed stock for enhanced fire safety.

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मुख्य रेल संरक्षा आयुक्त कार्यालय,  
तीसरी मंजिल, टैफिक अकाउंट बिल्डिंग,  
स्टेट एंटी रोड, नई दिल्ली-110055.

भारत सरकार  
नागर विमानन मंत्रालय  
(रेल संरक्षा आयोग)

GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
(COMMISSION OF RAILWAY SAFETY)

आजादी का  
अमृत महोत्सव

Annexure, 1



O/o Chief Commissioner of Railway Safety,  
3rd Floor, Traffic Account Building,  
State Entry Road, New Delhi-110055.

**Inspection Report of Ballast Regulating Machine with Hopper, Model "USP 2010 SWS" supplied by M/s Plasser on 08.10.2024 at New Dadri Station, WDFC**

1. RDSO vide letter no. TM/HM/S086/BRM-USP 2010 SWS/DFCCIL dt. 30.07.2024 has submitted a proposal for operation of Ballast Regulating Machine with Hopper, Model "USP 2010 SWS" (Transportation Code BRM D) supplied by M/s Plasser, India up to maximum speed of 60 Kmph when running on its own power as well as when running in train formation, by Zonal Railways of IR and DFCCIL. This application has been submitted based on RDSO's Provisional Speed Certificate (PSC) no. TM/HM/S082/BRM-USP 2010 SWS/DFCCIL dt. 14.03.2024.

I inspected the rolling stock at New Dadri Station, WDFC on 08/10/2024 as offered by the DFCCIL. OSD (Safety)/Mech, ED/TM/RDSO, Director/OP&BD/DFCCIL, ED/000000/DFCCIL, Director/TM-I/RDSO & other officials from M/s DFCCIL accompanied me during the inspection.

Based on the inspection of rolling stock and the documents submitted by the RDSO, the subject rolling stock is recommended for sanction of Central Govt. subject to compliance of the conditions as mentioned in Para 2 & 3 below:

**2. Measures to be taken before introduction of Ballast Regulating Machine with Hopper, Model "USP 2010 SWS" :**

- (i) While examining the working of machine, it was observed that plough manoeuvring is done through manual adjustment and some of dimension in working condition are found to be infringing with stipulated dimension of fixed structure. Provision of suitable automatic interlocking for movement of ploughs (Centre & shoulder) should be ensured to prevent chances of infringement of machine with fixed structure due to human error while actual site working.
- (ii) In case of emergency situation like failure of machine in block section, provision of para 3.6.4 of provisional speed certificate (PSC) are to be followed and ensured for the clearing the block section. The provision for attachment of machine with goods / passenger train as mentioned in para 3.6.5 of PSC as already been denied by the commission is very unsafe and not acceptable. Deletion of para 3.6.5 from PSC shall be ensured before introduction of machine.
- (iii) The machine shall carry out all the operations as listed in Para 3.13 of RDSO specification no. TM/HM/BRM/369 Rev. 02 of 2019 in one working pass under normal condition.
- (iv) Training, medical fitness (to a designated category of A-3) for machine operators, technician & helper staff should be ensured in accordance with stipulations / guideline issued by Railway Board's vide letter dated 20.06.2024. Issue of competency certificate shall be ensured to be issued by nominated officer only after effective road learning & acquaintance of respective G&SR & safety rules necessary for operating and running of machine on main line section.

*[Signature]*



भारत सरकार / GOVERNMENT OF INDIA  
नागर विमानन मंत्रालय / MINISTRY OF CIVIL AVIATION  
(रेल संरक्षा आयोग / COMMISSION OF RAILWAY SAFETY)

आयुक्त रेल संरक्षा  
दक्षिण परिमंडल  
द्वितीय तल, रेल संरक्षा भवन  
मण्डल रेल कार्यालय के पीछे  
बेंगलूरु - 560 023



COMMISSIONER OF RAILWAY SAFETY  
SOUTHERN CIRCLE  
2ND FLOOR, RAIL SANRAKSHA BHAVAN  
BEHIND RAILWAY DIVISIONAL OFFICE  
BENGALURU - 560 023

(नं) No. :

R.12017/01/2024-25/BMRCL/688-691

(दिनांक) Dated :

04.10.2024

मुख्य आयुक्त रेल संरक्षा, स्टेट इंट्री रोड, नई दिल्ली।  
The Chief Commissioner of Railway Safety,  
State Entry Road,  
New Delhi.

Sub: Opening of the new standard gauge double line section including introduction of 750V DC electric traction between Nagasandra station (excluding) (Ch: GN 6.620) & Madavara Station (including) (Ch: GN 9.573) of Reach 3 extension (Phase 2) elevated section of North-South corridor of Bangalore Metro rail project of Bangalore Metro Rail Corporation Ltd. (BMRCL) for public carriage of passenger traffic.

महाराय/Sir,

उपरोक्त विषय से संबंधित वाणिज्यिक सेवाओं के शुरुआत के लिए संस्वीकृती पत्र आगे की कार्यवाई के लिए प्रेषित है।

भवदीय/Yours faithfully,

नीतीश 04/10/24

(नीतीश कुमार रंजन/NITISH KUMAR RANJAN)  
उप आयुक्त रेल संरक्षा/तकनीकी/बेंगलूरु/Dy. CRS/Tech./Bengaluru  
कृते रेल संरक्षा आयुक्त/for Commissioner of Railway Safety

D.A: As above.

प्रतिलिपि सूचनार्थ एवं आवश्यक कार्यवाई हेतु प्रेषित:  
Copy for information and necessary action:

- 1) The Managing Director, BMRCL, Bengaluru.
- 2) The Secretary, Ministry of Urban Development, Govt. of India, Nirman Bhavan, New Delhi.
- 3) The Secretary, Railway Board, Rail Bhavan, New Delhi.

भवदीय/Yours faithfully,

नीतीश 04/10/24

(नीतीश कुमार रंजन/NITISH KUMAR RANJAN)  
उप आयुक्त रेल संरक्षा/तकनीकी/बेंगलूरु/Dy. CRS/Tech./Bengaluru  
कृते रेल संरक्षा आयुक्त/for Commissioner of Railway Safety

कैंप कार्यालय : # 7, शेषाद्री रोड, गांधीनगर, बेंगलूरु - 560 009

Camp Office : # 7, Seshadri Road, Gandhinagar, Bengaluru - 560 009

Phone : बीएसएनएल BSNL 080 22260650 (O) रेलवे Rly. 56800, 56804 (O) टेलीफैक्स Telefax : 080-22260650 (O) ई-मेल E-mail : crsscscbc@swr.railnet.gov.in

E-3466734

भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
(रेलवे बोर्ड Railway Board)

No. 2024/CEDO/SR/15/BLSS-22.9t-IR-DFCCIL

New Delhi, dated 14.10.2024

The Director General  
Research Designs & Standards  
Organisation,  
Manak Nagar,  
Lucknow-226011

The General Manager,  
All Indian Railways

Managing Director,  
DFCCIL,  
5th Floor, Supreme Court,  
Metro Station Building Complex,  
New Delhi - 110001

**Sub :** Introduction of Broad Gauge Low Platform Bogie Spine car container wagon type 'BLSS (A-Car & B-Car)' [Max. Axle Load: 22.9t] to RDSO's Drg. No. WD-22061-S-02 & 03 for BLSS (A-Car) & RDSO's Drg. No. WD-22062-S-02 & 03 for BLSS (B-Car), up to a maximum speed of **85 kmph without any containers, 80 kmph with empty containers in double stack and 75 kmph with loaded containers in double stack condition** over specified routes of Indian Railways, by Zonal Railways and over routes of Western Dedicated Freight Corridor of DFC by DFCCIL

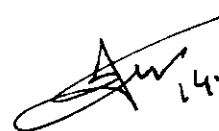
**Ref :** (i) CCRS letter no. Q.12011/07/2022-23-T.W., dated 13.06.2024

(ii) RDSO letter no. MW/PWDA/CONTR/BRAITHWATE, dated 21.02.2024

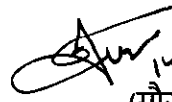
(iii) RDSO Final Speed Certificate (FSC) no. MW/PWDA/CONTR/BRAITHWATE(IR/WDFC/DSC/22.9T), dated 16.02.2024

With reference to RDSO above application, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of Broad Gauge Low Platform Bogie Spine car container wagon type 'BLSS (A-Car & B-Car)' [Max. Axle Load: 22.9t] to RDSO's Drg. No. WD-22061-S-02 & 03 for BLSS (A-Car) & RDSO's Drg. No. WD-22062-S-02 & 03 for BLSS (B-Car), up to a maximum speed of 85 kmph without any containers, 80 kmph with empty containers in double stack and 75 kmph with loaded containers in double stack condition over specified routes of Indian Railways, by Zonal Railways and over routes of Western Dedicated Freight Corridor of DFC by DFCCIL with the following stipulations :

- Observance of all conditions laid down in RDSO Final Speed Certificate (FSC) no. MW/PWDA/CONTR/BRAITHWATE(IR/WDFC/DSC/22.9T), dated 16.02.2024 for operation up to a maximum speed of 85 kmph without any containers, 80 kmph with empty containers in double stack and 75 kmph with loaded containers in double stack condition, shall be ensured on the Railway/DFCs while seeking the sanction of General Manager/MD-DFCCIL, as the case may be, for introduction of rolling stock on the Railway/DFCs. All the documents required for the sanction of General Manager/MD-DFCCIL as per CE (G) Directorate/Railway Board Policy Circular No. 6, dated 01.05.2023, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure.

 14.10.24

- ii. Observance of all the permanent and temporary speed restrictions already in force and/or those that may be imposed from time to time on various accounts.
- iii. List of routes identified for 22.9t axle load shall be submitted to the Commission before the start of actual operation of rolling stock.
- iv. The compliance of all the stipulations mentioned in Railway Board letter No. 2020/CE-II/TS/22.82 dt 20.08.2020 shall be ensured by the Railways.
- v. Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic blocks.
- vi. DFCCIL should ensure installation of way side lubricators as per provision of IR P. Way manual in a time bound manner.
- vii. **For Indian Railways**, the WILD shall mandatorily be provided before introduction of wagon at speed above 60 kmph. For speed up to 60 kmph the WILD may be progressively installed. 100% weighment of loaded wagons (except consignment exempted from weighment) shall be ensured at the loading points to avoid running of overloaded wagons on track.
- viii. **For DFCCIL**, adequate number of WILD and 'Weigh Bridges' shall be progressively installed and their working closely monitored. 100% weighment of loaded wagons (except consignment exempted from weighment) shall be ensured at the loading points to avoid running of overloaded wagons on track.
- ix. No overdue in track/rolling stock maintenance shall be permitted.
- x. Right powering of loaded trains running with 22.9t axle load wagons shall be ensured.
- xi. Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and above.

 14.10.24  
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]


e-mail address: dceg@rb.railnet.gov.in

No. 2024/CEDO/SR/15/BLSS-22.9t-IR-DFCCIL

New Delhi, dated 14.10.2024

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, 3<sup>rd</sup> Floor, Traffic Account Building, Sate Entry Road, New Delhi-110055, w.r.t. his endorsement No. Q.12011/07/2022-23-T.W., dated 13.06.2024
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards) Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. EDME(Fr.), Railway Board

 14.10.24

(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through g mail  
14/10/24  
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भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
(रेलवे बोर्ड Railway Board)

No. 2024/CEDO/SR/09/BOXNHAM-22.82t-DFCCIL

New Delhi, Dated 07.10.2024

The Director General  
Research Designs & Standards Organisation  
Manak Nagar, Lucknow-226011.

Sub : Introduction of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHAM' having maximum axle load of 22.82t, to RDSO Drawing No. WD-10079-S-01 Alt.-3 up to maximum speed of 100 kmph in empty and 75 kmph in loaded conditions for regular operation (up to 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over routes of Eastern & Western Dedicated Freight Corridors of DFCs by DFCCIL

Ref : (i) CCRS letter no. Q.12011/20/2023-24-T.W., dated 12.03.2024  
(ii) RDSO letter no. MW/SPD/BG/BOXNHAM, dated 20.12.2023  
(iii) RDSO Final Speed Certificate (FSC) no. MW/SPD/BG/DFC/BOXNHAM, dated 22.03.2022

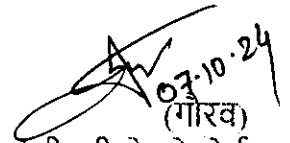
While processing above case for the sanction of the Railway Board for introduction of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHAM' having maximum axle load of 22.82t, to RDSO Drawing No. WD-10079-S-01 Alt.-3 up to maximum speed of 100 kmph in empty and 75 kmph in loaded conditions for regular operation (up to 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over routes of Eastern & Western Dedicated Freight Corridors of DFCs by DFCCIL, AM/ME, Railway Board has passed following remarks, reproduced as under:

1. The application has a few anomalies:

- There is no provision of a "Final Speed Certificate" for a limited period. The final speed certificate is not bound by any time period. If there are new guidelines issued in this regard - either by Board or RDSO, they may be connected.
- The certificate attached MW/SPD/BG/DFC BOXNHA dt 23.4.24 addressed to DFC is Amendment 1 of a FSC. Therefore, there is no need for any further oscillation trials. (as mentioned in para 8)
- If RDSO needs to do oscillation trials - it should not be issuing the FSC

2. The case may be returned to DG/RDSO

RDSO is requested to examine the issues involved and submit comments at the earliest.

  
(गौरव)  
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड  
[Rly No. 030-47598, MTNL No. 011-23047598]  
e-mail address: [dceg@rb.railnet.gov.in](mailto:dceg@rb.railnet.gov.in)

Copy forwarded for information to :

1. Executive Director (Standards) Wagon, RDSO, Lucknow
2. Executive Director (Standards) Track-I, RDSO, Lucknow
3. EDME(Fr.) Railway Board

Issued through 9 mail  
8/10/24

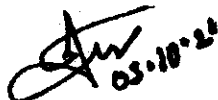
No.2022/CEDO/ORI/O/IR-DFCCIL/Exigencies

Sub: Running of Passenger services in DFCs network during exigencies-Standing permission for running of passengers trains on DFCCIL route during Kumbh Mela-2025- Reg.

Ref: (i) PCOM/NCR letter no. Optg /Kumbh Mela-2025/NCR dated 05.09.2024

(ii) DFCCIL letter no. HQ-OPOPLG(MISC)/3/2024, dated 20.09.2024

1. Above cited PCOM/NCR letter no. Optg /Kumbh Mela-2025/NCR dated 05.09.2024 & DFCCIL letter no. HQ-OPOPLG(MISC)/3/2024, dated 20.09.2024, received under cover note of PED/Coaching, Railway Board no. 2024/PED(Chg)/Misc dated 01.10.2024, "wherein the issue of Standing permission for running of passengers trains on DFCCIL route during Kumbh Mela-2025."
2. Here, it is pertain to mentioned that, vide Board's letter No. 2022/CEDO/ORI/O/IR-DFCCIL/Exigencies, dated 18.04.2022 guideline were issue with appraisal of Board as under :  
  
"Railway Board (MOBD, CRB & CEO) have decided that in case of exigencies running of passenger train on DFCCIL network on corresponding IR lines can be permitted, subject to fulfilment of Rule 24 as the case may be of "The Railway Opening for Public Carriage of Passenger Rule, 2000"
3. In view of above, Railway may be advised to approach CRS/CCRS as per directive mentioned in Rule 24 of "The Railway Opening for Public Carriage of Passenger Rule, 2000" nuals.

  
DCE(G)  
03.10.2024

~~EDCE(G)~~

~~PED(Chg)~~

~~ED/Chg~~

~~DD/Chg~~

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03/10/24



भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
(रेलवे बोर्ड Railway Board)

No. 2024/CEDO/SR/19(2)/12-Coach-Vande Metro

New Delhi, dated 06.09.2024

The Director General  
Research Designs & Standards Organisation,  
Manak Nagar, Lucknow-226011

The General Manager,  
All Indian Railways

Sub : Introduction of 12- Coach formation Vande Metro Coaches, as per ICF layout Drawing Nos. TS/VM/DTC-9-0-001 alt-f for Driving Trailer Coach (VMDTC), TS/VM/MC-9-0-001 alt-f for Motor Coach (VMMC), TS/VM/MC2-9-0-001 alt-f for Motor Coach (VMMC2), TS/VM/MC3-9-0-001 alt-f for Motor Coach (VMMC3), TS/VM/TC-9-0-001 alt-f for Trailer Coach (VMTC) & TS/VM/NDTC-9-0-001 alt-f for Non Driving Trailer Coach (VMNDTC) up to a maximum speed of 110 kmph over Indian Railways, by Zonal Railways, on track maintained as Para No. 522 of IRPWM, June-2020.

Ref : RB's letter no. 2024/CEDO/SR/19/12-Coach-Vande Metro, dated 06.09.2024

Please refer to Board's letter under reference. *Layout Drawing No. & Transportation code of Non Driving Trailer Coach* shall be read as **TS/VM/NDTC-9-0-001 alt-f & VMNDTC** respectively. Also the date of issue of RDSO's *Final Speed Certificate (FSC) no. TS/SC/Trial* shall be read as **22.07.2024**. All other details under refer letter will remain same.

*06.09.2024*  
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड  
[Rly No. 030-47598, MTNL No. 011-23047598]  
e-mail address: dceg@rb.railnet.gov.in

No. 2024/CEDO/SR/19(2)/12-Coach-Vande Metro

New Delhi, dated 06.09.2024

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement No Q.12011/06/2024-25-T.W, dated 09.08.2024
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards)Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. EDME/Chg, Railway Board

*06.09.2024*  
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
(रेलवे बोर्ड Railway Board)

No. 2024/CEDO/SR/19(1)/12-Coach-Vande Metro

New Delhi, dated 06.09.2024

The Director General,  
Research Designs & Standards,  
Manak Nagar,  
Lucknow-226011.

**Sub:** Future Improvement of 12- Coach formation Vande Metro Coaches, as per ICF layout Drawing Nos. TS/VM/DTC-9-0-001 alt-f for Driving Trailer Coach (VMDTC), TS/VM/MC-9-0-001 alt-f for Motor Coach (VMMC), TS/VM/MC2-9-0-001 alt-f for Motor Coach (VMMC2), TS/VM/MC3-9-0-001 alt-f for Motor Coach (VMMC3), TS/VM/TC-9-0-001 alt-f for Trailer Coach (VMTC) & TS/VM/NDYC-9-0-001 alt-f for Non Driving Trailer Coach (VMNDYC)

**Ref:** (i) Railway Board's letter no. 2024/CEDO/SR/19/12-Coach-Vande Metro, dated 05.09.2024


(ii) CCRS office letter no. Q.12011/06/2024-25-T.W, dated 09.08.2024

(iii) RDSO's letter no. TS/SC/Trial, dated 23.07.2024

(iv) RDSO's Final Speed Certificate (FSC) no. TS/SC/Trial, dated 27.07.2024


With reference to RDSO above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board has been communicated for introduction of 12- Coach formation Vande Metro Coaches, as per ICF layout Drawing Nos. TS/VM/DTC-9-0-001 alt-f for Driving Trailer Coach (VMDTC), TS/VM/MC-9-0-001 alt-f for Motor Coach (VMMC), TS/VM/MC2-9-0-001 alt-f for Motor Coach (VMMC2), TS/VM/MC3-9-0-001 alt-f for Motor Coach (VMMC3), TS/VM/TC-9-0-001 alt-f for Trailer Coach (VMTC) & TS/VM/NDYC-9-0-001 alt-f for Non Driving Trailer Coach (VMNDYC) up to a maximum speed of 110 kmph over Indian Railways, by Zonal Railways, on track maintained as Para No. 522 of IRPWM, June-2020 vide RB's letter under reference (i) above. CCRS, while recommending for introduction of this Rolling Stock to Railway Board has suggested **following measures for future improvement of the above rolling stock:**

- i. As the 12 car Vande Metro rake is provided with 50% powering, RDSO may plan for Oscillation Trials at higher speed of 130/140 Kmph to realise its full potential.
- ii. The footstep inside the coach is having tread of only 200mm. While deboarding, passenger's feet may not rest properly due to small tread size causing imbalance & may result in injuries. In view of the above the tread size need to be increased while maintaining the riser to tread ratio.
- iii. Future rakes should be provided with "anti-drag feature" in door mechanism.

  
06.09.24

- iv. During trial, door obstruction test was conducted and it was observed that obstruction of 25mm was detected. System should be recalibrated for detection of 10mm obstruction at top, middle & bottom of the door.
- v. The design of Vande Metro coaches should conform to EN-15227.
- vi. The cock provided for isolating the bogie are located in the under frame. As it may be difficult for the motor man to isolate the bogie especially during night. Therefore the provision may be explored for isolating the bogie from respective coach itself in consultation with motorman and train managers.
- vii. It was observed that the Deadman handle and microphone are away from the motorman's chair. Feedback regarding the same may be taken from the crew and they may be relocated closer to the motorman's chair, if required.
- viii. The sound level of all kind of alarms in the Cab is very high which may cause discomfort to the Train manager and motorman. Feedback regarding this may taken from them and sound level may be reduced, if required

RDSO is requested to examine above and take necessary action. The compliance of the same should also be submitted to CCRS.

  
06.09.24  
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]


e-mail address: dceg@rb.railnet.gov.in

No. 2024/CEDO/SR/19(1)/12-Coach-Vande Metro

New Delhi, dated 06.09.2024

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement No Q.12011/06/2024-25-T.W, dated 09.08.2024
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards) Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. EDME/Chg, Railway Board

  
06.09.24  
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through email  
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06.09.24  
ADP (G144)



**भारत सरकार Government of India**  
**रेल मंत्रालय Ministry of Railways**  
**(रेलवे बोर्ड Railway Board)**

No. 2024/CEDO/SR/13/BCLH-8-Axle-IR-DFCCIL

New Delhi, dated 06.09.2024

**The Director General**  
**Research Designs & Standards**  
**Organisation**  
**Manak Nagar,**  
**Lucknow-226011**

**The General Manager,**  
**All Indian Railways**

**Managing Director,**  
**DFCCIL,**  
**5th Floor, Supreme Court,**  
**Metro Station Building Complex,**  
**New Delhi - 110001**

Sub : Introduction of 8-Axle Bogie Wagon type '**BCLH**' having maximum axle load of **20.32t**, to RDSO Drawing No. WD-99080-S-00 Alt.-3 or latest up to maximum speed of **60 kmph in loaded condition with special defense consignment** over Indian Railway, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL.

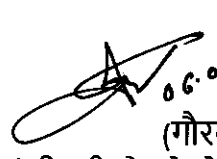
Ref : (i) CCRS letter no. Q.13011/18/2010-T.W., dated 31.05.2024  
(ii) RDSO letter no. MW/CS/BCL, dated 10.05.2024, 24.06.2024 & 16.07.2024  
(iii) RDSO Revised Final Speed Certificate no. MW/CS/BSL, dated 22.04.2024

With reference to RDSO above application dated 10.05.2024 (ref.ii), sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of 8-Axle Bogie Wagon type '**BCLH**' having maximum axle load of **20.32t**, to RDSO Drawing No. WD-99080-S-00 Alt.-3 or latest up to maximum speed of **60 kmph in loaded condition with special defense consignment** over Indian Railway, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL with the following stipulations :

- i. Observance of all conditions laid down in RDSO Revised Final Speed Certificate no. MW/CS/BSL, dated 22.04.2024 for operation up to a maximum speed of 60 kmph, shall be ensured on the Railway/DFCs while seeking the sanction of General Manager/MD-DFCCIL, as the case may be, for introduction of rolling stock on the Railway/DFCs. All the documents required for the sanction of General Manager/MD-DFCCIL as per CE(G) Directorate/Railway Board Policy Circular No. 6, dated 01.05.2023, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure
- ii. Observance of all the permanent and temporary speed restrictions already in force and/or those that may be imposed from time to time on various accounts.
- iii. Hand Brakes of the wagons are to be in applied condition during loading/unloading operation.

06.09.24

iv. No overdue in track/rolling stock maintenance shall be permitted.

  
06.09.24  
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]

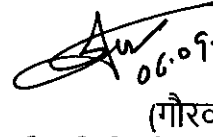
e-mail address: dceg@rb.railnet.gov.in

No. 2024/CEDO/SR/13/BCLH-8-Axle-IR-DFCCIL

New Delhi, dated 06.09.2024

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement No Q.13011/18/2010-T.W., dated 31.05.2024
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards) Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. EDME (Fr.), Railway Board

  
06.09.24  
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through e mail  
09/09/24 ADE (C.V.V.)



भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
(रेलवे बोर्ड Railway Board)

No. 2024/CEDO/SR/14/BCLHA-4-Axle-IR-DFCCIL

New Delhi, dated 06.09.2024

The Director General  
Research Designs & Standards  
Organisation  
Manak Nagar,  
Lucknow-226011

The General Manager,  
All Indian Railways

Managing Director,  
DFCCIL,  
5th Floor, Supreme Court,  
Metro Station Building Complex,  
New Delhi - 110001

Sub : Introduction of 4-Axle Bogie Wagon type 'BCLHA' having maximum axle load of **19.75t**, to RDSO Drawing No. WD-00042-S-00 Alt.-2 or latest, up to maximum speed of **60 kmph in loaded condition** with special defense consignment over Indian Railway, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL

Ref : (i) CCRS letter no. Q.13011/17/2010-T.W., dated 31.05.2024

(ii) RDSO letter no. MW/CS/BCL, dated 10.05.2024, dated 24.06.2024 & dated 16.07.2024

(iii) RDSO Revised Final Speed Certificate no. MW/CS/BSL, dated 22.04.2024

With reference to RDSO above application dated 10.05.2024 (ref.ii), sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of 4-Axle Bogie Wagon type 'BCLHA' having maximum axle load of **19.75t**, to RDSO Drawing No. WD-00042-S-00 Alt.-2 or latest, up to maximum speed of **60 kmph in loaded condition** with special defense consignment over Indian Railway, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL with the following stipulations :

- Observance of all conditions laid down in RDSO Revised Final Speed Certificate no. MW/CS/BSL, dated 22.04.2024 for operation up to a maximum speed of 60 kmph, shall be ensured on the Railway/DFCs while seeking the sanction of General Manager/MD-DFCCIL, as the case may be, for introduction of rolling stock on the Railway/DFCs. All the documents required for the sanction of General Manager/MD-DFCCIL as per CE(G) Directorate/Railway Board Policy Circular No. 6, dated 01.05.2023, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure.
- Observance of all the permanent and temporary speed restrictions already in force and/or those that may be imposed from time to time on various accounts.

06.09.24



- iii. Hand Brakes of the wagons are to be in applied condition during loading/unloading operation.  
iv. No overdue in track/rolling stock maintenance shall be permitted.

*Am*  
06.09.24  
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]

e-mail address: dceg@rb.railnet.gov.in

No. 2024/CEDO/SR/14/BCLHA-4-Axle-IR-DFCCIL

New Delhi, dated 06.09.2024

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement No Q.13011/17/2010-T.W., dated 31.05.2024
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards)Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. EDME (Fr.), Railway Board

*Am*  
06.09.24  
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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09/09/24 ADE(CIVIL)

347175A



**भारत सरकार Government of India**  
**रेल मंत्रालय Ministry of Railways**  
**(रेलवे बोर्ड Railway Board)**

**No. 2024/CEDO/SR/19/12-Coach-Vande Metro**

**New Delhi, dated 06.09.2024**

**The Director General**  
**Research Designs & Standards Organisation,**  
**Manak Nagar,**  
**Lucknow-226011**

**The General Manager,**  
**All Indian Railways**

**Sub :** Introduction of 12- Coach formation Vande Metro Coaches, as per ICF layout Drawing Nos. TS/VM/DTC-9-0-001 alt-f for Driving Trailer Coach (VMDTC), TS/VM/MC-9-0-001 alt-f for Motor Coach (VMMC), TS/VM/MC2-9-0-001 alt-f for Motor Coach (VMMC2), TS/VM/MC3-9-0-001 alt-f for Motor Coach (VMMC3), TS/VM/TC-9-0-001 alt-f for Trailer Coach (VMTC) & TS/VM/NDYC-9-0-001 alt-f for Non Driving Trailer Coach (VMNDYC) up to a maximum speed of 110 kmph over Indian Railways, by Zonal Railways, on track maintained as Para No. 522 of IRPWM, June-2020.

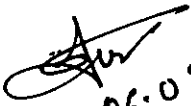
**Ref :** (i) CCRS office letter no. Q.12011/06/2024-25-T.W, dated 09.08.2024  
(ii) RDSO's letter no. TS/SC/Trial, dated 23.07.2024  
(iii) RDSO's Final Speed Certificate (FSC) no. TS/SC/Trial, dated 27.07.2024

With reference to RDSO above application, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of 12- Coach formation Vande Metro Coaches, as per ICF layout Drawing Nos. TS/VM/DTC-9-0-001 alt-f for Driving Trailer Coach (VMDTC), TS/VM/MC-9-0-001 alt-f for Motor Coach (VMMC), TS/VM/MC2-9-0-001 alt-f for Motor Coach (VMMC2), TS/VM/MC3-9-0-001 alt-f for Motor Coach (VMMC3), TS/VM/TC-9-0-001 alt-f for Trailer Coach (VMTC) & TS/VM/NDYC-9-0-001 alt-f for Non Driving Trailer Coach (VMNDYC) up to a maximum speed of 110 kmph over Indian Railways, by Zonal Railways, on track maintained as Para No. 522 of IRPWM, June-2020 with the following stipulations :

- i. Observance of all conditions laid down in RDSO's Final Speed Certificate (FSC) no. TS/SC/Trial, dated 27.07.24 for operation up to a maximum speed of 110 kmph, shall be ensured on the Railway, while seeking the sanction of General Manager, as the case may be, for introduction of rolling stock on the Railway/DFCs. All the documents required for the sanction of General Manager as per CE(G) Directorate/Railway Board Policy Circular No. 6, dated 01.05.2023, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure

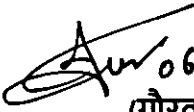
*[Signature]*  
06.09.24

- ii. Observance of all the permanent and temporary speed restrictions already in force and/or those that may be imposed from time to time on various accounts.
- iii. Railway shall comply all the stipulations mentioned in the EIG (ICF) letter no. ICF/E-G/EIG/RS/2024 dated 22.07.2024 for 12 car Vande Metro rake.
- iv. As per Para 6.1.2 of Revised Policy circular-6 dated 31.10.2018, trains will be introduced in the sections at the speeds as per provision of General rules 1976-Rule 4.08 1(a).
- v. It was informed that SIL-2 certification for FDS System is under process. The same shall be submitted whenever obtained.
- vi. During speed trial it was observed that even when 'Communication system' failed train could work and achieve maximum permissible speed under normal working mode. As many safety features like "spring deflated" indication are not available in case of communication failure, the software should be so modified that in case of communication failure train should be able to work only under "Rescue Driving Mode" at a maximum speed of 60 Kmph.
- vii. There should be no provision of releasing the holding brake manually by the driver during train operation. If required, the facility may be provided to maintenance staff with password protection.
- viii. During the trial it was found that Cruise Control System was not in working order. The same may be rectified before introduction of rolling stock.
- ix. The conditions under which rake shall be withdrawn from service such as defective door, deflated spring, communication failure etc shall be laid down by RDSO and all concerned staff shall be trained for the same.
- x. It shall be ensured that driver cab is locked from inside during run to prevent the entry of any unauthorized person.
- xi. Training must be imparted to crew on following aspects:
  - i. In case of emergency, to uncouple the semi-permanent Schaku coupler within about 15 min, necessary tools required for this operation must be made a part of driver/guard tool kit.
  - ii. Action to be taken in case of Passenger Alarm chain pulling as per extant norms keeping in view the emergencies like fire etc. in which immediate action is required for passenger safety.
- xii. Suitable and reliable communication shall be provided in the cab for communication between loco pilot, train manager and adjacent station master.
- xiii. Stainless steel pipes of BP, MR, air bellow, auxiliary reservoir, brake cylinder, compressor etc. should be color coded for easy identification by maintenance staff.
- xiv. All type of brake systems including regenerative brakes of all the coaches shall be maintained in good working order during operation.
- xv. Suitable setting of temperature inside coaches shall be maintained to ensure comfortable conditions to passengers, considering ambient condition and frequent opening & closing of doors.
- xvi. At least one technician shall be deputed in the train for first 15 days after its introduction.
- xvii. Regular announcements shall be made through PA system informing all persons other than passengers to disembark from the train before its departure. Also, pre-recorded

  
06.09.24

Passenger safety announcement in three languages (Regional, Hindi & English) should be made during run to sensitize passengers about personal safety norms to be observed during travel.

- xviii. Provision should be made for 'Divyangjan' and Senior Citizens as per prescribed norms. Trilingual (Local language, Hindi, English) stickers indicating the same should be pasted at appropriate locations.
- xix. Earthing in the coach body & all the panels shall always be properly maintained.
- xx. Railway shall deploy qualified and dedicated staff for the maintenance of Vande Metro Trainset. Adequate quantity of spares/ & consumable required for its maintenance shall also be ensured
- xxi. Detailed Maintenance Manual having coloured photograph should be made available to maintenance staff

  
06.09.24  
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]

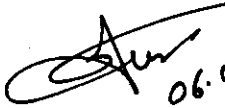
e-mail address: dceg@rb.railnet.gov.in

No. 2024/CEDO/SR/19/12-Coach-Vande Metro

New Delhi, dated 06.09.2024

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement No Q.12011/06/2024-25-T.W, dated 09.08.2024
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards) Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. EDME/Chg, Railway Board

  
06.09.24

(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through of mail  
(Signature)  
26/9/24 A DECEMBER



भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
(रेलवे बोर्ड Railway Board)



No. 2024/CEDO/SR/19/12-Coach-Vande Metro

New Delhi, dated 06.09.2024

The Director General  
Research Designs & Standards Organisation,  
Manak Nagar,  
Lucknow-226011

Sub : Introduction of 12- Coach formation Vande Metro Coaches, as per ICF layout Drawing Nos. TS/VM/DTC-9-0-001 alt-f for Driving Trailer Coach (VMDTC), TS/VM/MC-9-0-001 alt-f for Motor Coach (VMMC), TS/VM/MC2-9-0-001 alt-f for Motor Coach (VMMC2), TS/VM/MC3-9-0-001 alt-f for Motor Coach (VMMC3), TS/VM/TC-9-0-001 alt-f for Trailer Coach (VMTC) & TS/VM/NDYC-9-0-001 alt-f for Non Driving Trailer Coach (VMNDYC) up to a maximum speed of 110 kmph over Indian Railways, by Zonal Railways, on track maintained as Para No. 522 of IRPWM, June-2020.

- Ref : (i) CCRS office letter no. Q.12011/06/2024-25-T.W, dated 09.08.2024  
(ii) RDSO's letter no. TS/SC/Trial, dated 23.07.2024  
(iii) RDSO's Final Speed Certificate (FSC) no. TS/SC/Trial, dated 27.07.2024

While processing above cited case for Board's sanction for introduction of 12- Coach formation Vande Metro Coaches, as per ICF layout Drawing Nos. TS/VM/DTC-9-0-001 alt-f for Driving Trailer Coach (VMDTC), TS/VM/MC-9-0-001 alt-f for Motor Coach (VMMC), TS/VM/MC2-9-0-001 alt-f for Motor Coach (VMMC2), TS/VM/MC3-9-0-001 alt-f for Motor Coach (VMMC3), TS/VM/TC-9-0-001 alt-f for Trailer Coach (VMTC) & TS/VM/NDYC-9-0-001 alt-f for Non Driving Trailer Coach (VMNDYC) up to a maximum speed of 110 kmph over Indian Railways, by Zonal Railways, on track maintained as Para No. 522 of IRPWM, June-2020, PED/SIG. MODN has passed following remarks, reproduced as under:

*"It may be ensured that EMI / EMC test for Signaling equipment have been done for this or similar train set formation so that signaling gears on track are not affected".*

RDSO is requested to examine the issues involved and submit comments at the earliest.

  
(गौरव)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड  
[Phy No. 030-47598, MTNL No.-011-23047598]  
e-mail address :dceg@rb.railnet.gov.in

Copy forwarded for information to the PED/SIG. MODN, Railway Board

Issued through mail  
@Anand  
29/24 ADE(CIVIL)

## **SOUTH CENTRAL RAILWAY**

**Headquarter office  
Works Branch  
Rail Nilayam  
Secunderabad  
Date: 16.08.2024**

**No. W.185/1/15/Vol.XII**

**Director CE(G),  
Room No. 132-C,  
Railway Board,  
New Delhi.**

**Sub: Submission of South Central Railway system map as on 31.03.2024 - reg  
Ref: Whatsapp message from Railway Board to PCE**

\*\*\*\*\*

As directed, 5 sets of South Central Railway system map as on 31.03.2024 are herewith enclosed for onward submission to Niti Aayog & MoF for reference and record please.

**Encl: As above.**

  
**(K.Nagabhushana Rao)  
Chief Engineer/P&D**

**भारत सरकार Government of India**  
**रेल मंत्रालय Ministry of Railways**  
**(रेलवे बोर्ड Railway Board)**

No. 2023/CEDO/SR/28/LWLRRMAA-160lmpH

New Delhi, dated 16.08.2024

**The Director General**  
**Research Designs & Standards Organisation**  
**Manak Nagar,**  
**Lucknow-226011**

**The General Manager,**  
**All Indian Railways**

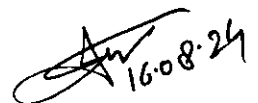
**Sub :** Introduction of LHB EOG Brake Luggage cum Generator Car (LWLRRMAA) fitted with pneumatic suspension (160 KN capacity) on FIAT bogie at secondary stage to ICF's Layout Drawing No. LWLRRM/ASR-9-0-001 [Unique Transportation Code: LWLRRMAA; Maximum Axle Load: 15t], up to a maximum speed of 160 kmph over Indian Railways, by Zonal Railways

**Ref :** (i) CCRS office letter no. Q.12011/16/2023-24-T.W, dated 14.12.2023  
(ii) RDSO's letter no. SV.FIAT(SC)/Sanction/LWLRRMAA, dated 09.11.2023  
(iii) RDSO's Final Speed Certificate (FSC) no. SV.FIAT(SC)/LWLRRMAA/160kmph, dated 10.08.2023

With reference to RDSO above application {ref.ii}, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of LHB EOG Brake Luggage cum Generator Car (LWLRRMAA) fitted with pneumatic suspension (160 KN capacity) on FIAT bogie at secondary stage to ICF's Layout Drawing No. LWLRRM/ASR-9-0-001 [Unique Transportation Code: LWLRRMAA; Maximum Axle Load: 15t], up to a maximum speed of 160 kmph over Indian Railways, by Zonal Railway with the following stipulations :

**A. For operation of coaches upto 130 kmph-**


- (i) Observance of all conditions laid down in RDSO's Final Speed Certificate (FSC) no. SV.FIAT(SC)/LWLRRMAA/160kmph, dated 10.08.2023 for operation up to a maximum speed of 160 kmph shall be ensured on the Railway while seeking the sanction of General Manager, for introduction of rolling stock on the Railway. All the documents required for the sanction of General Manager as per CE(G) Directorate/Railway Board Policy Circular No. 6, dated 01.05.2023, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure.
- (ii) All the provisions contained in the Railway Board's letter no. 2014/CE-II.TSC/I Pt.1 dated 08.09.2016 regarding track structure for speed beyond 110 Kmph should be strictly complied.
- (iii) For speed above 110 Kmph & up to 130 Kmph, Railway shall ensure provision of sturdy fencing of standard design in compliance of Para 202 of IRPWM 2020 to prevent accidents related to trespassing.

  
16.08.24

- (iv) All the level crossings shall be manned with telecommunication facilities and interlocked for operation of trains at speed upto 130 kmph. Replacement of all level crossings, by Grade Separators shall be planned while proposing increase of speed.
- (v) Observance of all permanent and temporary speed restrictions already in force and /or those that may be imposed from time to time on various accounts.
- (vi) Zonal Railway shall interpret the results of runs of OMS, TRC and Oscilograph Car and ensure corrective & preventive action, as considered necessary.
- (vii) Signalling requirement with respect to maximum permissible speed as per standard of Interlocking given in Indian Railways Signal Engineering Manual, July 2021, para no. 7.8.9 shall followed.
- (viii) Suitable and reliable communication shall be provided in the locomotive and guards van for communication between loco pilot, guard and adjacent station master.
- (ix) Coaches shall be maintained as per "Maintenance manual for LHB Coaches.
- (x) In case of enroute breakage of primary coil spring action as per instructions contained in RDSO letter no. SV.FIAT Spring dt. 18.08.2022 shall be taken.
- (xi) Earthing in the coach body & all the panels shall always be properly maintain

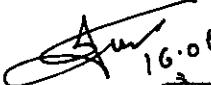
**B. In addition of above, following stipulation shall be applicable for operation of coaches beyond 130 kmph and upto 160 kmph-**

- (i) Supervisors/officers shall not undertake push trolley inspection and working of rail dolly on the face trains having speed more than 130 kmph. Suitable guidelines shall be issued by the Railway in this regard.
- (ii) Stretches of existing weak formations (where permanent/temporary speed restriction is imposed), if any, shall be planned to be rehabilitated/strengthen first before permitting higher speed.
- (iii) Provision of Train Protection Warning System (TPWS) shall be ensured on the route for operation at speed more than 130 Kmph.
- (iv) Level crossing gates should not be permitted as mandated under Para 202 of IRPWM 2020 for 160 kmph speed. In exceptional cases, relaxation should be taken but duly ensuring adequate safety measures for public safety including deployment of RPF and such gates should eliminated on high priority. Hangers/frills may be provided on the booms of lifting barriers to prevent cases of 2 wheelers public passing underneath closed gate.
- (v) Railway shall ensure provision of sturdy fencing of standard design to prevent trespassing by human & cattle to comply Para 202 of IRPWM 2020.
- (vi) At locations which are prone to trespassing even after provision of fencing, suitable RUB of restricted minimum height (2.5mx2.5m) should be constructed for crossing of pedestrian as well as cattle
- (vii) For running of train above 130 kmph, Zonal Railways shall ensure public announcements and demarcation through a yellow line on the platforms of run through lines, to alert passengers standing on such platforms.
- (viii) Periodic drives shall be conducted to check and prevent trespassing by RPF with concerned departments by way of counseling of residents of land adjoining railway track and by conducting surprise check

 16.08.24



- (ix) Zonal railway shall ensure suitable mechanism to ensure strict compliance of provisions of various manuals with respect to preventive measures for rail/weld failures. Rail grinding at regular interval shall be done on the entire route for better riding behavior and to avoid rail fracture/weld failures. Regular greasing of all the curves in the section shall be ensured.
- (x) Track geometry shall be ensured compliant to prescribed 160 kmph speed norms as per Para 522 of IRPWM 2020 and monitored once in a month by OMS, once in two months by Track Recording Car and once in Four months by Oscillograph car. Zonal Railway shall interpret the results of runs of OMS, TRC and Oscillograph car and ensure corrective & preventive action.
- (xi) Stipulated corridor blocks shall be regularly granted for ensuring track maintenance to required standards considering need of intensive track monitoring/maintenance at higher speed.
- (xii) As stipulated in Railway Board's letter no. 97/M(C)/137/1 Volume-VI, Dated 09.06.2004 and RDSO's Report no. CT-20 Rev.2 duly approved by Railway Board's letter no. 2014/CE-II/TK/HS Dated 09.12.2014, the following maintenance facilities are required to be developed by Railways for operation at 160 Kmph:
- (a) Well lighted all weather covered area for under gear examination and maintenance of sub assemblies.
  - (b) Boundary wall for safety and security of the rake and the facilities.
  - (c) Automatic washing plant at entry point.
  - (d) Wheel profile measurement and re-profiling system.
  - (e) In-situ wheel changing facility.
  - (f) Automated and instrumented maintenance system in lieu of existing system based on visual inspection.
  - (g) A roof separate mounted bay AC with capacity for lifting and change of complete bogie platform for attention to equipment.

  
16.08.24  
(गौरव)

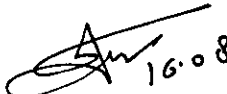
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड  
[Rly No. 030-47598, MTNL No. 011-23047598]  
e-mail address: dceg@rb.railnet.gov.in

No. 2023/CEDO/SR/28/LWLRRMAA-160lmpH

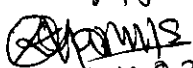
New Delhi, dated 16.08.2024

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow-226001, w.r.t. his endorsement No. Q.12011/16/2023-24-T.W, dated 14.12.2023
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards) Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. EDME(Chg), Railway Board

  
16.08.24  
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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16.8.24 ADECC(VIL)

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भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
(रेलवे बोर्ड Railway Board)

No. 2024/CEDO/SR/10/KLK-SML

New Delhi, dated 13.08.2024

The Director General  
Research Designs & Standards Organisation  
Manak Nagar,  
Lucknow-226011

The General Manager,  
Northern Railway,  
Baroda House,  
New Delhi

Sub: Introduction of 04 NG coaches, [Transportation codes: ZGSMA, ZSLRMA, ZFCZMA & ZSPPHRMA (2<sup>nd</sup> Class, SLR Coach, 1<sup>st</sup> Chair Car & 2<sup>nd</sup> Class & Half postal)] fitted with modified bogies & air brake system, upto a maximum speed of **25 kmph** on **Kalka-Shimla (KLK-SML) NG sections** of Ambala Division of Northern Railway, by Zonal Railway.

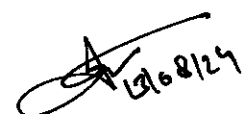
Ref: (i) CCRS letter no. Q.12011/22/2023-24-T.W., dated 08.05.2024

(ii) RDSO letter no. SV.NG.Bogie, dated 24.01.2024

(iii) RDSO Final Speed Certificate (FSC) no. SV.NG.Bogie, dated 16.10.2023

With reference to RDSO above application, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of 04 NG coaches, [Transportation codes: ZGSMA, ZSLRMA, ZFCZMA & ZSPPHRMA (2<sup>nd</sup> Class, SLR Coach, 1<sup>st</sup> Chair Car & 2<sup>nd</sup> Class & Half postal)] fitted with modified bogies & air brake system, upto a maximum speed of **25 kmph** on **Kalka-Shimla (KLK-SML) NG sections** of Ambala Division of Northern Railway, by Zonal Railway, with the following stipulations:

- Observance of all conditions laid down in RDSO's Final Speed Certificate (FSC) no. SV.NG.Bogie, dated 16.10.2023 for operation up to a maximum speed of **25 kmph**, shall be ensured on the Railway while seeking the sanction of General Manager, for introduction of rolling stock on the Railway. All the documents required for the sanction of General Manager as per CE (G) Directorate/Railway Board Policy Circular No. 6, dated 01.05.2023, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure.
- Observance of all the permanent and temporary speed restrictions already in force and/or those that may be imposed from time to time on various accounts.
- Compliance of Para 3(ii) & 3(iv) of CCRS Inspection Report at 15.03.2024 shall be ensured during operation.

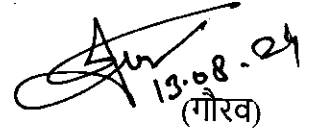
  
13/8/24

Para 3(ii) & 3(iv) of CCRS Inspection Report at 15.03.2024 are reiterated as under:

3(ii) *KLK Workshop has installed two friction dampers in the bolster of the modified trolleys. Since wear and tear inside the friction dampers may not be visible during pit line examination, thorough checking of these dampers may be included in the quarterly lifting*

3(iv) *Only those Coaches shall be modified for conversion from vacuum brake stock to air brake stock which are having substantial amount of residual codal life.*

iv. As per para 6.1.2 of Revised Policy Circular-6 dated 01.05.2023, trains will be introduced in the sections at the speeds as per provision of General Rules 1976- Rule 4.08 1(a)

  
13.08.24  
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]

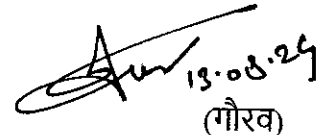
e-mail address: [dceg@rb.railnet.gov.in](mailto:dceg@rb.railnet.gov.in)

No. 2024/CEDO/SR/10/KLK-SML

New Delhi, dated 13.08.2024

Copy forwarded for information to :


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2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards) Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. EDME(Coaching), Railway Board

  
13.08.24  
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]

e-mail address: [dceg@rb.railnet.gov.in](mailto:dceg@rb.railnet.gov.in)

Issued through e-mail  
  
13/8/24  
ADECCIVIL

भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
(रेलवे बोर्ड Railway Board)

No. 2024/CEDO/SR/08/BOXNHA-22.82t-DFCCIL

New Delhi, Dated 09.08.2024

The Director General  
Research Designs & Standards  
Organisation  
Manak Nagar,  
Lucknow-226011

The General Manager,  
All Indian Railways


Managing Director,  
DFCCIL,  
5th Floor, Supreme Court,  
Metro Station Building Complex,  
New Delhi - 110001

Sub : Introduction of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHA' [maximum axle load of 22.82t], to RDSO Drawing No. WD-98015-S-00 Alt.-6 up to maximum speed of 100 kmph in empty and 75 kmph in loaded conditions for regular operation (up to 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over routes of Eastern & Western Dedicated Freight Corridors of DFCs by DFCCIL

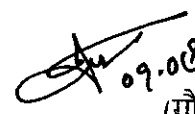
Ref : (i) CCRS letter no. Q.12011/19/2023-24-T.W., dated 12.03.2024  
(ii) RDSO letter no. MW/SPD/BG/BOXNHA, dated 12.12.2023 & no. MW/SPD/BG/BOXNHA-BOXNHAM, dated 24.04.2024  
(iii) RDSO Final Speed Certificate (FSC) no. MW/SPD/BG/DFC BOXNHA, dated 22.03.2022 & its amendment no.1, dated 23.04.2024

With reference to RDSO above application date 12.12.2024, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHA' [maximum axle load of 22.82t], to RDSO Drawing No. WD-98015-S-00 Alt.-6 up to maximum speed of 100 kmph in empty and 75 kmph in loaded conditions for regular operation (up to 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over routes of Eastern & Western Dedicated Freight Corridors of DFCs by DFCCIL with the following stipulations :

- Observance of all conditions laid down in RDSO Final Speed Certificate (FSC) no. MW/SPD/BG/BOXNHA, dated 22.03.2022 & its amendment no.1, dated 23.04.2024 for operation up to maximum speed of 100 kmph in empty and 75 kmph in loaded conditions for regular operation (up to 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation), shall be ensured on the DFCs while seeking the sanction of MD-DFCCIL, for introduction of rolling stock on the DFCs. All the documents required for the sanction of MD-DFCCIL as per CE (G) Directorate/Railway Board Policy Circular No. 6, dated 01.05.2023, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure.
- Observance of all the permanent and temporary speed restrictions already in force and/or those that may be imposed from time to time on various accounts.

 09.8.24

- iii. The compliance of all the stipulations mentioned in Railway Board letter No. 2020/CE-II/TS/22.82 dt 20.08.2020 shall be ensured by the Railways.
- iv. Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic blocks.
- v. DFCCIL should ensure installation of way side lubricators as per provision of IR P. Way manual in a time bound manner.
- vi. Adequate number of WILD and 'Weigh Bridges' shall be progressively installed and their working closely monitored. 100% weighment of loaded wagons (except consignment exempted from weighment) shall be ensured at the loading points to avoid running of overloaded wagons on track.
- vii. No overdue in track/rolling stock maintenance shall be permitted.
- viii. Right powering of loaded trains running with 22.9t axle load wagons shall be ensured.
- ix. Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and above.

 09.08.24  
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]

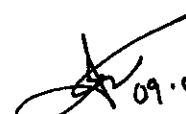
e-mail address: dceg@rb.railnet.gov.in

No. 2024/CEDO/SR/08/BOXNHA-22.82t-DFCCIL

New Delhi, Dated 09.08.2024

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement No. Q.12011/19/2023-24-T.W., dated 12.03.2024
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards) Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. EDME(Fr.), Railway Board

 09.08.24  
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through of wpl

 09/08/24 ADECC(V/L)



भारत सरकार / Government of India  
रेल मंत्रालय / Ministry of Railways  
(रेलवे बोर्ड / Railway Board)



No. 2022/CEDO/SD/IRSOD-2022

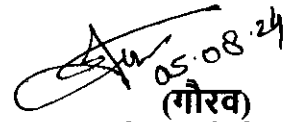
New Delhi, Dated 05.08.2024

The General Manager,  
North Central Railway,  
**Prayagraj**

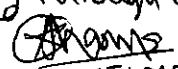
Sub: Addendum and Corrigendum Slip (AC) No.2 to Indian Railways Schedule of Dimension (BG), Revised- 2022.

Ref: PSCO/NCR letter no. NCR/Safety/Condonation/2024, dated 24.07.2024

The proposal of railway sent under letter in reference has been examined and it has been advised that railway may follow Note(g) mentioned below item No. 2 of Chapter-II of IRSOD Revised, 2022.

  
(गौरव)  
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड  
[Rly No. 030-47598, MTNL No. 011-23047598]  
e-mail address: dceg@rb.railnet.gov.in

Copy for information and n/a to PSCO, North Central Railway, **Prayagraj.**

Issued through of mail  
  
518124  
AD ECE CIVIL

भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
(रेलवे बोर्ड Railway Board)

No. 2024/CEDO/SR/16/BWBL-18.75t-IR-DFCCIL

New Delhi, dated 05.08.2024

The Director General  
Research Designs & Standards  
Organisation,  
Manak Nagar,  
Lucknow-226011

The General Manager,  
All Indian Railways

Managing Director,  
DFCCIL,  
5th Floor, Supreme Court,  
Metro Station Building Complex,  
New Delhi - 110001

**Sub :** Introduction of Broad Gauge Bogie Well wagon type wagon 'BWBL' [Max. Axle Load: 18.75t] to RDSO's Drg. No. WD-15028-S-02 Alt.01, up to a maximum speed of 100 kmph in empty and loaded both conditions over BG routes of Indian Railways, by Zonal Railways and over routes of Eastern and Western Dedicated Freight Corridors of DFCs by DFCCIL

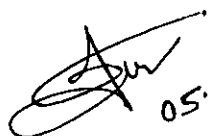
**Ref :** (i) CCRS letter no. Q.12011/10/2022-23-T.W., dated 13.06.2024

(ii) RDSO letter no. MW/BWBL, dated 12.07.2023

(iii) RDSO Final Speed Certificate (FSC) no. MW/BWBL, dated 28.06.2023

With reference to RDSO above application, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of Broad Gauge Bogie Well wagon type wagon 'BWBL' [Max. Axle Load: 18.75t] to RDSO's Drg. No. WD-15028-S-02 Alt.01, up to a maximum speed of 100 kmph in empty and loaded both conditions over BG routes of Indian Railways, by Zonal Railways and over routes of Eastern and Western Dedicated Freight Corridors of DFCs by DFCCIL with the following stipulations:

- i. Observance of all conditions laid down in RDSO Final Speed Certificate (FSC) no. MW/BWBL, dated 28.06.2023 for operation up to a maximum speed of 100 kmph in empty and loaded both conditions, shall be ensured on the Railway/DFCs while seeking the sanction of General Manager/MD-DFCCIL, as the case may be, for introduction of rolling stock on the Railway/DFCs. All the documents required for the sanction of General Manager/MD-DFCCIL as per CE (G) Directorate/Railway Board Policy Circular No. 6, dated 01.05.2023, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure.
- ii. Observance of all the permanent and temporary speed restrictions already in force and/or those that may be imposed from time to time on various accounts.

 05.08.24

- iii. All the stipulations/instructions mentioned in the Drg. No. WD-15028-S-16 shall be ensured by Railway/DFCCIL.
- iv. Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and above.

*[Signature]*  
05.08.24  
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]

e-mail address: dceg@rb.railnet.gov.in

No. 2024/CEDO/SR/16/BWBL-18.75t-IR-DFCCIL

New Delhi, dated 05.08.2024

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement No. Q.12011/10/2022-23-T.W., dated 13.06.2024
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards) Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. EDME(Fr.), Railway Board

*[Signature]*  
05.08.24  
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through mail  
*[Signature]*  
05/08/24  
AD ECECIL



No. 2024/CEDO/IRSOD/CRS-NC/Power Line-NR-RVNL

Sub: Extension of temporary condonation in SOD due to infringement in vertical clearance of overhead 220 KV double Circuit Power line crossing in Delhi Division of Northern Railway at Chainage KM 1340 near rail Coach Naveenikaran Karkhana HSIIDC Phase III, Barhi, Sonipat, Haryana for a period of one year.

Ref : CRS/NC letter No. 2023/Q-11(3)/INFL/NC/316-318, dated 25.07.2024(SN-1)


Please find enclosed herewith CRS/NC letter No. 2023/Q-11(3)/INFL/NC/316-318, dated 25.07.2024, wherein commission has observed as under:

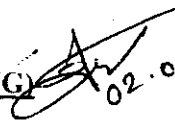
*"Vide letter no. 2021/Q-11(3)/INFL/NC/165, dated 31.08.2021, sanction was accorded for temporary condonation in the SOD of the subject work in respect to the vertical clearance in August 2021, wherein the validity of the condonation was given up to 31.08.2022 as the Northern Railway had given assurance to complete the work by 31.08.2022. Subsequently, Northern Railway has twice requested for extensions to the validity of the sanction i.e., up to 31.08.2023 and further to 31.05.2024 and granted accordingly.*

*It is noteworthy that the extent of the condonation of the infringement in this case is 4.541 meters, which significantly reduces the safety margin of operations with respect to the HT electric conductor (220KV double power line).*

*As reported by the Railway, the work is lingering upon due to lack of coordination between Northern Railway/ RVNL(The project executing agency) and Bhakra Beas Management Board (BBMB). Considering the justification provided for the matter, the extension of the sanction for a further period up to 31.05.2025 is accorded as an exception. The matter may be taken up at higher level and the modification work in the HT line is completed and infringement to the SOD should be cleared latest by 31.05.2025".*

In view of above, ED/GS(Elect.) is requested to examine the issue involved and arrange to make a suitable resolution, if needed.

  
ADE/Civil 02/8/24

  
DCE(G) 02.08.24

  
EDCE(G) 2-8-24

  
ED/GS(Elect.)

02/8/24  
2:30 pm.



सत्यमेव जयते

रेल संरक्षा आयुक्त  
उत्तर परिमंडल, क्रिस परिसर  
चाणक्यपुरी, नई दिल्ली-110021

भारत सरकार  
नागर विमानन मंत्रालय  
(रेल संरक्षा आयोग)  
GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
(COMMISSION OF RAILWAY SAFETY)



Commissioner of Railway Safety  
Northern Circle, CRIS Complex  
Chanakyapuri, New Delhi -110021  
दूरभाष / फ़ैक्स: 011-26886589 (DOT)  
E-mail: [crs-northern@gov.in](mailto:crs-northern@gov.in)

M-1mth - 1mth

No.2023/Q-11(3)/INFI./NC/316-318

Date:25.07.2024

The General Manager,  
Northern Railway, Baroda House,  
New Delhi

EDCE/G *25.8.24*  
DCE/G

Sub: Extension of temporary condonation in SOD due to infringement in vertical clearance of overhead 220 KV double Circuit Power line crossing in Delhi Division of Northern Railway at Chainage KM 1340 near rail Coach Naveenikaran Karkhana HSIIDC Phase III, Barhi, Sonipat, Haryana for a period of one year.

Ref: (i) Northern Railways application no.519-W/1713/Condonation of Infringement/Pt-III dtd.18.07.2024.  
(ii) Sanction no. 2021/Q-11(3)/INFI/NC/165 dtd. 31.08.2021.

Vide reference (ii) above, sanction was accorded for temporary condonation in the SOD of the subject work in respect to the vertical clearance in August 2021, wherein the validity of the condonation was given up to 31.08.2022 as the Northern Railway had given assurance to complete the work by 31.08.2022. Subsequently, Northern Railway has twice requested for extensions to the validity of the sanction i.e., up to 31.08.2023 and further to 31.05.2024 and granted accordingly.

It is noteworthy that the extent of the condonation of the infringement in this case is 4.541 meters, which significantly reduces the safety margin of operations with respect to the HT electric conductor (220KV double power line).

As reported by the Railway, the work is lingering upon due to lack of coordination between Northern Railway/ RVNL(The project executing agency) and Bhakra Beas Management Board (BBMB). Considering the justification provided for the matter, the extension of the sanction for a further period up to 31.05.2025 is accorded as an exception. The matter may be taken up at higher level and the modification work in the HT line is completed and infringement to the SOD should be cleared latest by 31.05.2025.

*25.7.24*  
(Dinesh Chand Deshwal)  
Commissioner of Railway Safety  
Northern Circle, New Delhi

Copy forwarded for information to:

- i. Chief Commissioner of Railway Safety, Ashok Marg, Lucknow.
- ii. ✓ Member Infrastructure, Railway Board.

**Eastern Railway**

No. W(1)162/12/Vol.IX

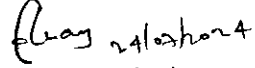
Kolkata , dated: 24 /07/2024

✓ Executive Director  
Civil Engineering (G)  
Railway Board,  
Rail Bhawan  
New Delhi.

**Sub:- System Map updated 31.03.2024**

25 Copies of each of the latest System Map (Full Size & A-4 Size) of Eastern Railway is sent herewith along with one CD through Railway by Spl. Man.

DA: As refd. To

  
( A.K. Pandey)

CPDE

For Principal Chief Engineer.

**NORTHERN RAILWAY**

Head Quarters Office,  
Baroda House,  
New Delhi – 110001.

No. 104 –W / 13 / Pt.- XX


Dated: 29 - 07 - 2024

**Assistant Design Engineer (Civil),**  
**Civil – ~~Gati Shakti~~ – 1**  
CEDO Branch, Railway Board,  
Rail Bhawan, New Delhi.

**Sub : Northern Railway System Map corrected up to 31<sup>st</sup> March 2024.**

**Ref : Your Office Letter No. 2024/CEDO/SM/1 dated 29.04.2024.**

Please find enclosed herewith 25 copies each of Northern Railway System Map of A-1 Size (duly folded in a cover) & A-4 size corrected up to 31<sup>st</sup> March 2024 for your reference and record please.

  
29.07.24  
(Devi Singh Meena)

**Dy Chief Engineer/P&D**

DA/- As above.



भारत सरकार GOVERNMENT OF INDIA  
रेल मंत्रालय MINISTRY OF RAILWAYS  
(रेलवे बोर्ड) (RAILWAY BOARD)


**Office Order No. 43 of 2024**

**Sub: Relocation of Record Branch**

It had been decided to shift Record Room of Board's Office to Old T.A. Office, CCI at Delhi Kishanganj (DKZ). Shifting process has been initiated and is expected to be completed within 45 days. Accordingly, all the records/proceedings have to be shifted from Record Room of Board's Office to Delhi Kishanganj. During shifting process, no requisition for recording of files/withdrawal of proceedings would be accepted.

2. The process of requisition of recorded files post shifting to Kishanganj Record Room will be as follows:
  - i). The requisition of all the proceedings may be sent online through e-mail ([dalip1974.002@gov.in](mailto:dalip1974.002@gov.in))
  - ii). Record Branch will furnish the available proceedings one day after the date on which requisition has been sent.
3. All are requested to adhere to the above instructions scrupulously.

No. 2024/O&M/2/4  
Dated :16.07.2024

  
(T. Srinivas) .  
Joint secretary/Railway Board  
Tele No. 011-23387362  
Email: [t.srinivas1@gov.in](mailto:t.srinivas1@gov.in)

All Officers and Branches in Board's Office, COFMOW and at Dayabasti, New Delhi.

Copy to:

EDPG/MR, JDPG/MoSR(S), Sectt. of MoSR(R)



भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
(रेलवे बोर्ड Railway Board)



No. 2024/CEDO/SD/02/SHIVALINGAPURAM-1 in 56

New Delhi, dated 12.07.2024

The General Manager  
East Coast Railway,  
Bhubaneswar.

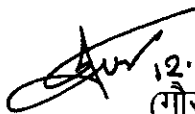
**Sub : SHIVALINGAPURAM Station Yard – Sanction for Grade Condonation as per Note d(i) of Para 2, Chapter-II of Schedule-I of IRSOD (BG) 2022 with ACS-02, for infringement of 1 in 56 grade between Ch: 354m F/CSB (KTV end) and Ch: 624m F/CSB (KTV end) for existing slip siding for a length of 270 m in existing line at SHIVALINGAPURAM Station Yard in Waltair Division of East Coast Railway.**

Ref: (i) CCRS office letter no. Q.11019/01/2024-25-TW/14, dated 03.05.2024  
(ii) ECoR letter no. W-1/PLG/CRS/Cond/SLPM Yard/6670, dated 01.8.23

While processing above case for Board's sanction, AM/CE, has desired that

*" concerned SAG officer to explain reason for grade condonation "*

Railway is requested to depute concerned SAG office to explain reason for grade condonation at the earliest.

  
 12.07.24  
 (गौरव)  
 निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड  
 [Rly No. 030-47598, MTNL No.-011-23047598]  
 e-mail address :dceg@rb.railnet.gov.in

Forwarded through a/c mail

U.S. Chel  
12-7-24



भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
(रेलवे बोर्ड Railway Board)



No. 2024/CEDO/SR/14/BCLHA-4-Axle-IR-DFCCIL

New Delhi, Dated 11.07.2024

The Director General  
Research Designs & Standards Organisation  
Manak Nagar, Lucknow-226011.

Sub : Introduction of 4-Axle Bogie Wagon type 'BCLHA' having maximum axle load of 19.75t, to RDSO Drawing No. WD-00042-S-00 Alt.-2 or latest up to maximum speed of 60 kmph over Indian Railway, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL

Ref : (i) CCRS letter no. Q.13011/17/2010-T.W., dated 31.05.2024  
(ii) RDSO letter no. MW/CS/BCL, dated 10.05.2024 & dated 24.06.2024  
(iii) RDSO Revised Final Speed Certificate no. MW/CS/BSL, dated 22.04.2024

While processing the above cited RDSO's application dated 10.05.2024, it has been observed that these wagons also infringes to Standard Schedule of Dimensions-2013 of Western & Eastern Dedicated Freight Corridor in respect to two clauses i.e. clause no. 4.4.5(ii) & 4.4.6(ii) of EDFC and clause no. 11.4.5(ii) & 11.4.6(ii) WDFC respectively described as Maximum length over body or roof {4.4.5(ii) & 11.4.5(ii)} and Maximum length of underframe over Side Buffers /Couplers {4.4.6(ii) & 11.4.6(ii)}, which needs condonation from Board before processing for sanction for introduction. However, RDSO remains silent about sanction of condonation for the same.

RDSO is requested to examine the issues involved and submit comments at the earliest.

*(Signature)*  
11.07.24  
(गौरव)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड  
[Rly No. 030-47598, MTNL No.-011-23047598]  
e-mail address :dceg@rb.railnet.gov.in

Copy forwarded for information to :

1. Executive Director (Standards) Motive Power, RDSO, Lucknow
2. Executive Director (Standards) Track-I, RDSO, Lucknow
3. EDME(Fr) Railway Board

Issued through of mail  
② 11/7/24  
ADE(CIVIL)

## NORTH WESTERN RAILWAY

Headquarter Office  
Jaipur.

Dated 26.06.2024

No. HQ/W/200/Sys. Map/2024

Executive Director (CE)-G,  
Railway Board,  
New Delhi – 110 001

Sub: System map of North Western Railway as on 01.04.2024

Find enclosed herewith 25 copies of NWR's system map in normal size, and 25 copies of A-4 size, corrected up to 01.04.2024, for your reference and record please.

DA : As above

Dy. CE / Planning  
NWR / Jaipur

Room No. -PS-132 (C)



3466208



भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
(रेलवे बोर्ड Railway Board)



No. 2024/CEDO/SR/13/BCLH-8-Axle-IR-DFCCIL

New Delhi, Dated 10.07.2024

The Director General  
Research Designs & Standards Organisation  
Manak Nagar, Lucknow-226011.

Sub : Introduction of 8-Axle Bogie Wagon type 'BCLH' having maximum axle load of 20.32t, to RDSO Drawing No. WD-99080-S-00 Alt.-2 or latest up to maximum speed of 60 kmph over Indian Railway, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL

Ref : (i) CCRS letter no. Q.13011/18/2010-T.W., dated 31.05.2024  
(ii) RDSO letter no. MW/CS/BCL, dated 10.05.2024 & dated 24.06.2024  
(iii) RDSO Revised Final Speed Certificate no. MW/CS/BSL, dated 22.04.2024

While processing the above cited RDSO's application dated 10.05.2024, it has been observed that these wagons also infringes to Standard Schedule of Dimensions-2013 of Western & Eastern Dedicated Freight Corridor in respect to two clauses i.e. clause no. 4.4.5(ii) & 4.4.6(ii) of EDFC and clause no. 11.4.5(ii) & 11.4.6(ii) WDFC respectively described as Maximum length over body or roof {4.4.5(ii) & 11.4.5(ii)} and Maximum length of underframe over Side Buffers /Couplers {4.4.6(ii) & 11.4.6(ii)}, which needs condonation from Board before processing for sanction for introduction. However, RDSO remains silent about sanction of condonation for the same.

RDSO is requested to examine the issues involved and submit comments at the earliest.

*(Signature)*  
10.07.24  
(गौरव)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड  
[Rly No. 030-47598, MTNL No.-011-23047598]  
e-mail address :dceg@rb.railnet.gov.in

Copy forwarded for information to :

1. Executive Director (Standards) Motive Power, RDSO, Lucknow
2. Executive Director (Standards) Track-I, RDSO, Lucknow
3. EDME(Fr) Railway Board

Issued through g mail

*(Signature)*  
10.7.24  
ADCECIL

No. 2024/CEDO/SD/RS/03/Vande Bharat

New Delhi, dated 10.07.2024

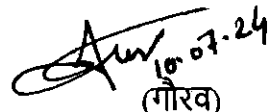
The Director General  
Research Designs & Standards Organisation,  
Manak Nagar, Lucknow-226011.

**Sub :** Condonation of infringements w.r.t. IRSOD(BG), Revised-2022 by **Maximum height of buffer & CBC couplers (868mm)** new variant coaches of Vande Bharat for 20- Car rake formation Train set Coaches being manufactured by ICF, Chennai as per ICF layout Drawing Nos. TS/DTC2-9-0-001 for Driving Trailer Coach (DTC2)/ [Transportation Code: TSDTC2], TS/NDTC-9-0-001 for Non-Driving Trailer Coach- Standard Chair Car (NDTC)/ [Transportation Code: TSNDTCCC] & TS/TC/EC-9-0-001 for Trailer Coach- Executive Class (TC/EC)/ [Transportation Code TSTCEC]

**Ref :** (i) CCRS office letter no. Q.14011/02/2024-25-TW, dated 27.06.2024  
(ii) RDSO letter no. CT/DEL/Trainset, dated 18.06.2024

With reference to RDSO above applications dated 18.06.2024 {ref.(ii)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringements w.r.t. IRSOD(BG), Revised-2022 by **Maximum height of buffer & CBC couplers (868mm)** new variant coaches of Vande Bharat for 20- Car rake formation Train set Coaches being manufactured by ICF, Chennai as per ICF layout Drawing Nos. TS/DTC2-9-0-001 for Driving Trailer Coach (DTC2)/ [Transportation Code: TSDTC2], TS/NDTC-9-0-001 for Non-Driving Trailer Coach- Standard Chair Car (NDTC)/ [Transportation Code: TSNDTCCC] & TS/TC/EC-9-0-001 for Trailer Coach- Executive Class (TC/EC)/ [Transportation Code TSTCEC], as shown in detail enclosed with above mentioned application, detail of infringements w.r.t. Chapter IV (A) of IRSOD is as under:

- (i) **Clause 14-** Minimum height above rail level for centres of buffers & couplers when fully loaded by 162mm (i.e. 868mm instead of 1030mm)

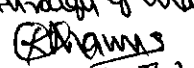
  
(गौरव)  
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड  
[Rly No. 030-47598. MTNL No.-011-23047598]  
e-mail address :dceg@rb.railnet.gov.in

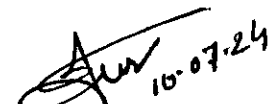
No. 2024/CEDO/SD/RS/03/VB

New Delhi, dated 10.07.2024

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg. Lucknow-226001 w.r.t. his endorsement No. Q.14011/02/2024-25-TW, dated 27.06.2024
2. Commissioner of Railway Safety, All Circles
3. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow
4. EDME(Chg), Railway Board, New Delhi

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निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड